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The Hongkong Telegraph.

FOUNDED 1882
NO. 22,251

六拜禮

號七廿月八英港香

SATURDAY, AUGUST 27, 1927.

日一初月八

325 PER ANNUM
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Effective August 1, 1927, we announce our appointment as Distributors for Hongkong and South China of the following products of the General Motors Corporation:

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33, Weng Nei Chung Road. Happy Valley.

LOAN FOR PUBLIC WORKS.

GOVERNMENT IS TO RAISE \$5,000,000.

BONDS OFFERED AT SIX PER CENT. PER ANNUM.

AERODROME PROVIDED FOR

The intention of the Government to raise a public loan for the financing of big public works takes definite shape to-day by the publication in the Government Gazette of the draft of a Bill which it is proposed to introduce into the Legislative Council on Thursday next, September 1st.

The Bill makes provision for a loan of \$5,000,000 to be secured on the Colony's general revenue, for the carrying out of certain public works. The purposes for which the loan is to be applicable are set out as:

Waterworks Development	\$3,500,000
Aerodrome and Harbour Development	1,000,000
Other Public Works	500,000

The loan will carry interest at the rate of six per cent. per annum, and it will be redeemable at par on November 1st, 1938, and at any time after October, 1932, the Governor may approve of the redemption by purchase of bonds to be drawn for by lot.

All moneys appropriated out of the revenue for the service of the loan will be deducted from the revenues before the calculation of the military contribution.

FINANCING SHING MUN SCHEME.

Main Clauses.

The main clauses of the proposed Ordinance are as follows:

2. The Governor is hereby authorized to issue bonds to an amount sufficient to produce as nearly as may be the sum of five million dollars and such further sum as may be necessary to defray the expenses of the issue and management of the loan.

4. The principal moneys and interest represented by the bonds issued under the provisions of this Ordinance are hereby charged upon and shall be payable out of the revenue and assets of the Colony.

5.—(1) Subject to the provisions of sub-sections (2) to (8), both inclusive, the bonds issued under the provisions of this Ordinance shall be redeemable at par on the 1st day of November, 1938, from and including which date all interest on the principal moneys represented thereby shall cease and determine, whether payment of the principal shall have been demanded or not.

(2) At any time or times after the 31st day of October, 1932, the Governor may approve of the redemption by purchase of bonds of such denominations and to such respective total nominal values as he may from time to time determine.

(3) At any time or times after the 31st day of October, 1932, the Governor may appoint a day for the drawing by lot of bonds of such denominations and to such respective total nominal values as he may from time to time determine.

Bond Drawings.

(5) On the day and at the hour and place so specified the Colonial Treasurer shall hold a meeting, at which the holder of any bond may, if he think fit, be present, and shall then in the presence of such bond holders, if any, as may attend, draw by lot out of the whole number of bonds for the time being outstanding of the respective denominations specified, bonds to such respective total nominal values as shall have been specified.

(6) The Colonial Treasurer shall thereupon declare the distinguishing numbers of the bonds drawn for redemption, and shall, as soon as may be, by advertisement in the Gazette, specify those numbers and appoint a day, not being earlier than fifteen days on the day of the drawing and at being later than the day on which the then current half-year's interest is payable, on which the principal moneys represented by the bonds so distinguished will be repaid.

(7) On the day so appointed there shall be paid to the holders of the bonds drawn for redemption

tion, at the head office of the Hongkong and Shanghai Banking Corporation, the principal moneys represented by those bonds, with all interest payable thereon up to that day.

(8) From and after the day appointed for the repayment of any bond all interest on the principal moneys represented thereby shall cease and determine, whether payment of the principal shall have been demanded or not.

6. Every bond and coupon and the right to receive the principal and interest represented thereby shall be transferable by delivery.

7. The Governor shall in each half-year ending with the day on which the interest on the bonds falls due appropriate out of the revenue and assets of the Colony a sum equal to one half-year's interest on the whole of the bonds outstanding in order that the interest for the said half-year may be paid therefrom.

Sinking Fund.

8. The Governor shall in each year ending on the 31st day of October, subsequent to the year ending on the 31st day of October, 1927, appropriate out of the revenue and assets of the Colony for the formation of a sinking fund an additional sum of not less than six dollars and sixty-six cents per hundred dollars on the total nominal value of all the bonds issued, including any which may have been redeemed.

9.—(1) The sinking fund shall be applied in the first instance in payment of all expenses of or incidental to the redemption of the bonds and in the next place in repayment of the principal moneys represented by the bonds.

(2) In case the sinking fund shall be insufficient for the payment of the principal moneys at the time when such payment shall become due the Governor shall make good the deficiency out of the revenue and assets of the Colony.

10. The moneys appropriated for the formation of sinking fund shall, so far as they are not required for the purposes of the preceding section, be invested in such manner as may be approved by the Governor in Council, and the dividends, interest or produce of such investment shall be invested in like manner.

Interest at 6 per Cent.

11. The interest on bond each shall be at the rate of six per centum per annum and shall run from the day named in that behalf in the bond and shall be paid half-yearly at the head office of the Hongkong and Shanghai Banking Corporation on the days named in that behalf in the coupons.

(Continued on Page 10.)

REALTY COMPANY.

"HAS NOW TURNED THE CORNER."

PAYING OFF MORTGAGES.

Presiding at the fourth annual general meeting of the Hongkong Realty and Trust Co., Ltd., held at the Exchange Building this morning, Mr. J. Scott Harston, reviewing the year's activities said: Gentlemen:—As the Report and Accounts have been in your hands for several days, I will, with your permission, treat the same as read.

The Report of the Auditors is as follows:—"We report that we have audited the above Balance Sheet with the Books and Vouchers of the Company and that in our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at 30th June, 1927, according to the best of our information and the explanations given to us and as shown by the Books of the Company. We have obtained all the information and explanations we have required."

LINSTEAD & DAVIS.

Chartered Accountants.
Auditors.

I think that the Balance Sheet accounts as presented, taken in conjunction with the amplifying remarks thereon appearing in the Director's Report, show comprehensively the financial position of the Company as on the 30th June, 1927, and in these circumstances there is no need for me to enter into detailed explanation in connexion therewith.

Corner Turned.

It will, no doubt, be gratifying to Shareholders to observe that the Company has now turned the corner, and that after deducting the debit balance of \$32,269.83 brought forward from the preceding year, and making liberal depreciation, the balance standing to the credit of Profit and Loss Account for the year under review amounts to \$108,777.84, which amount, your Board recommends, should be allocated as follows:—

To Transfer to General Reserve

Reserve	\$100,000.00
To carry Forward to New Account	8,777.84

I and I trust that this allocation (which, for the purpose of elucidation, has been incorporated in the accounts) will meet with your approval.

From a perusal of the Report, you will observe, that the sum of \$81,218.50 was retired from the Mortgage indebtedness of the Company on the 30th April last. In this connexion, you will doubtless recollect that when I addressed you from the Chair at the last Annual General Meeting of the Company, held on the 6th November, 1926, I pointed out that a further sum of \$250,000 would fall due for retirement on 30th April, 1928, and that the balance then outstanding and amounting to \$500,000 would mature on the 30th April, 1930.

Brighter Prospects.

We must, therefore, for the present, conserve our cash resources in order to meet the first of the above mentioned obligations. This factor, consequently, precludes our Board from recommending any distribution to shareholders at the moment. I would add, however, that so soon as the Mortgage indebtedness of the Company shall have been reduced to \$500,000 your Board will naturally be desirous of placing the Company on a dividend-paying basis.

I am pleased to be able to inform you that Exchange Building and the Bungalows on R.E.L. No. 200 at Repulse Bay are now fully occupied, and although rentals are not entirely up to our expectations, the fact that we have recently been compelled to turn away prospective tenants, more particularly in respect of office premises, not only augurs well for the future of your undertaking, but also convincingly demonstrates that by reason of its central location and its high standard of accommodation, your Company's main enterprise, Exchange Building, will at all times command good rentals.

There being no further matters for particular comment, I now beg to formally propose that

(Continued on Page 10.)

SHIPS FIRED ON.

U.S. FLAGSHIP HITS BACK.

SERIOUS ATTACKS ON YANGTZE CONVOY.

NORTHERN ADVANCE.

Shanghai, Aug. 26. The American flagship Isabel, with Admiral Hughes aboard, and the destroyer Noa, which participated in the bombardment of Nanking in March, were conveying three British merchantmen from Nanking to Shanghai when they were very heavily fired upon by the Nationalists 40 miles below Nanking.

The gunboats replied to this fire, the Noa alone firing 3,000 rounds with her machine-guns, rifles and Springfield guns. No Americans were injured, but a Chinese aboard one of the convoys was hit in the ankle by a rifle bullet.

An officer of the Noa reports that all foreign shipping in the

LORD CECIL DISAGREES.

League Controversy in Cabinet.

London, Aug. 26.

Viscount Cecil has not denied unconfirmed strong rumours that he has resigned from the Cabinet.

It is rumoured that he disagreed with other Cabinet Ministers regarding the League of Nations.—*Reuter*.

Nanking section of the river is again subject to attacks by both the Northerners and the Nationalists, and the navies may resume the conveying of foreign merchantmen plying on the river.—*Reuter*.

THE NORTHERN ADVANCE.

Railway Line Cut.

Shanghai, Aug. 26.

Following the capture of Tungchow by the Northern troops, they have now started to cross the river. The movement started at 5.30. this morning when troops went over at a point four miles west of Nanking. Others crossed on the eastern side of Nanking.

The railway at Anking has been cut, south of Chinkiang, and a Southern armoured train has been derailed.

The Shanghai Labour Union has become active again and propaganda pamphlets are now being distributed.—*Naval Wireless*.

ENVELOPING NANKING.

Northerners Cross Yangtze.

Shanghai, Aug. 26. Following the occupation by Sun Chuan-fang yesterday of Tungchow, fifty miles north-west of Shanghai on the north bank of the Yangtze, comes the news that the Northerners are crossing the river at two points, one fifteen miles below Nanking at Lungtan and the other ten miles above.

Sun Chuan-fang apparently intends to envelop Nanking to prevent the retreat of the defenders down the Shanghai-Nanking Railway. The body of troops crossing at Lungtan is reported to be cutting the line.

Northern agents are also believed to be responsible for another cut which occurred last night twenty miles west of Shanghai, resulting in the derailment of a slow train and the temporary suspension of the service.—*Reuter*.

Fall of Nanking Reported.

Shanghai, Aug. 26. The fall of Nanking was rumoured this forenoon owing to the interruption of the Shanghai-Nanking train service. Up to four o'clock this afternoon confirmation to the above report was still lacking and a later message states that Nanking was still in Nationalist hands although 2,000 of Sun Chuan-fang's troops have crossed the river near Nanking. This evening the Nationalists claim that the Sun Chuan-fang troops on the southern bank have been repulsed. Part of them returned to Pukow and another part went up river.—*Wah Kiu Yat Po*.

FOOTBALL PRIZE.

\$50 OFFERED EACH WEEK.

NEW FREE COMPETITION.

Commencing on Monday next, August 29th, the Hongkong Telegraph will conduct a football competition somewhat on the lines of that which was so successfully run last season.

We shall offer a prize of \$50 every week to the reader who sends in twelve correct forecasts of the English and Scottish Football League matches set out in the coupon which will appear in each issue of the paper.

In the event of no reader forecasting all twelve matches correctly, we shall give \$25 to the reader who sends in the greatest number of correct forecasts, and if any two readers or more tie in this respect the prize of \$25 will be divided equally between them.

There is no entrance fee and \$25 must be won every week. Anyone lucky enough to make twelve correct forecasts will get \$50 (prize to be divided in the event of more than one such forecast). Watch out for Monday, when the first Coupon and full Rules will be published.

DISASTER TO A LAUNCH.

PILGRIMS HAVE UNFORTUNATE EXPERIENCE.

While proceeding towards Cap-suinum Pass, with twenty-one passengers who had chartered her for the purpose of offering sacrifices at the scene of the Lungkwong disaster, the steam launch Kwong Lee struck a submerged rock, when nearing her destination yesterday afternoon.

The coxswain sounded several blasts on the whistle as a call for assistance, a number of the crew and passengers were taken aboard a junk, while the remainder were transferred to the steamer Wing Lee, which had also proceeded to the spot on hearing the call. Shortly afterwards the Kwong Lee sank. No lives were lost.

TERRIFIC STORM IN NOVA SCOTIA.

NINE KILLED AND MUCH DAMAGE.

Halifax, Nova Scotia, Aug. 26.

The worst storm in over 60 years raged in the maritime provinces yesterday, and at least nine deaths have occurred as a consequence.

The property damage is estimated at G\$1,000,000. Two steamers and 27 fishing-boats were sunk.—*Reuter's American Service*.

SPLIT IN BENGAL LEGISLATURE.

GOVERNOR PROROGUES COUNCIL.

Calcutta, Aug. 26. The Muslim Minister, Mr. Guznavi, and the Hindu Minister, Mr. Chakravarty, have resigned, following a vote of non-confidence passed by the Bengal Legislative Council on a motion of the Congress party.

The Governor, Sir F. S. Jackson, has ordered the prorogation of the Council.—*Reuter*.

EGYPTIAN LEADER HONOURED.

STATUES TO THE LATE ZAGHLUL PASHA.

Cairo, Aug. 26. The Council of Ministers has decided to erect statues to Zaghlul Pasha in Cairo and Alexandria, and to purchase his house as a Zaghlul museum, where his body will be placed in a mausoleum.—*Reuter*.

Bulls and Inners

□ □ From the Office Butts. □ □

The Philharmonic Society has sixteen Vice-Presidents, which is probably one way of maintaining harmony.

The current number of the *Red Triangle* publishes a photograph of a recent wedding group under the heading "Sea Going Section." "Once aboard the lugger..."

America is to ban air stunts. How are the flighty fallen!

The airman Rooke has met with a series of disasters. Evidently it is not every Byrd who can fly.

The Pacific air race has had a very Doleful ending.

Thus the *Post*. "Reliance" will mainly be placed on the wind, which will be caught in a small windmill, so constructed that it can be set to catch the breeze from any quarter and drive the crew. Probably to drink!

It is not true that the Cathedral authorities have offered to assist the Hongkong Cricket Club, by allowing members to carry their bats to the belfry.

An Italian lady claims to have listened to over a thousand sermons by radio. As McWhirter remarked, "It canna' macaroni better!"

Hongkong is endeavouring to brighten up cricket by introducing a little abandon into the game.

There are those in Government circles who deplore the belated news that Ceylon's salary list has been increased.

"Nothing is wasted in the modern slaughter house," states the manager of a big "canning factory." How odd!

Heading in a local paper: "Famous Sculptor's Sewer Memorial." The Gutter Press?

Cinema goers are assured that "Sandy" is not so dusty.

After all, the opium baby trick was somewhat puerile.

Traffic summonses in Hongkong usually result in the motorists having a fine time.

The bowlers appear to entertain doubts of each other's ability to entertain.

Says a correspondent in the *Post*: "We all have to put our heads together and work at the knotty problem before we can arrive at something concrete. After which, we may presume, at least the housing problem will be solved."

The man who informs us that "public auction" is redundant says he expresses the "consensus of opinion."

According to the *Post*, members of the K.C.C. were signing cheques all day on Sunday last. We are thus reminded that no cataclysm can disturb the ordered routine of a Britisher.

In a partnership case at the Supreme Court, a woman was described as masterful. And yet Kipling asserted that East and West had nothing in common.

A lot of cinema fans stayed away from "The Fourth Commandment" because they didn't know if it dealt with breaking the Sabbath or merely coveting their neighbour's wife.

Which reminds us that they would appear to have got the order of the Ten Commandments somewhat mixed at Hollywood.

Local News: The local branch of the Theosophical Society has placed an order for a new noiseless typewriter.

It is thought that the collapse of the Baseball stand at Happy Valley was due to a stolen base.

The typhoon story of a President boat might well be termed an *opi-taft*.

Both matcheds and match heads in the matter of dresses and typhoons, there is scant reason for complaint. But why torment yourself?

Typoons' cause disturbance in business but nevertheless there is always a big turnover.

When talking to a flapper, we naturally feel sorry for the cotton industry.

Kissin at the Co-operative conference stated that Russia was disregarded. He could not have known of the exercise when the Russia left here, or he would have taken it as a compliment to his name.

The state of the Taikoo Wan-yi might be interpreted thus:—"Taikoo! Want ye!"

The latest dance is called the Yale. Locked in each other's arms?

Hotel "boys" are optimists. They wait for the salver lining.

Aviation has solved the problem of how to dispose of the used razor blade.

It's an ill wind—On Monday morning, several local brokers reported a rise in hotel shares.

Hongkong's bravest man: He went swimming during the typhoon—in the V.R.C. bath.

We are getting on. None of the young lions referred to *Jup* Pluv. in connexion with the week-end blow.

Some of these matcheds decided to turn a new leaf.

We congratulate the Hongkong Amusements, Ltd. on its enterprise in showing "Bustin' Through" so early as Monday at the Star.

Many of those residents who walked up the Peak last Saturday also blew very hard.

A Kowloon man is now receiving medical attention. He was found with his head in an ice-chest. We incline to the belief that he was endeavouring to discover the real difference between brain and brawn.

The Home Press indicates the existence of an Oil War. After our witnessing the scramble for kerosene last Sunday on our bathing beach, we can quite appreciate the specific gravity of the situation.

A Bangkok contemporary reports that a Scots lady from Aberdeen who married a political officer in the tropics, used the same fan for thirty years. She always held the fan still and waved her head slowly to and fro.

Motoring note: Don't joke about safety—your garage may collapse.

During the stirring times last Saturday a fellow had to keep going round if he expected a good time.

What about Government these hard days imposing a Waterfront Amusement Tax?

We are informed that Star ferries attempting to berth cannot do so because of exactitude.

A bus was reported to have overturned at the junction of Nathan and Salisbury Roads on Saturday last. It was later revealed that this was due to an untimely sneeze on the part of the Mayor of Kowloon Tong.

In response to a query, we can assure enquirers that the Players are not going to stage anything questionable.

In view of the possibility of typhoons, a reader suggests the following as a motto for the Building Contractors Guild: "Terre infirma et gustibus, omne mortale mortem, et omnibus collapsit."



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Assures the wearer the utmost in beauty and accuracy, yet costs no more than watches of inferior grade.

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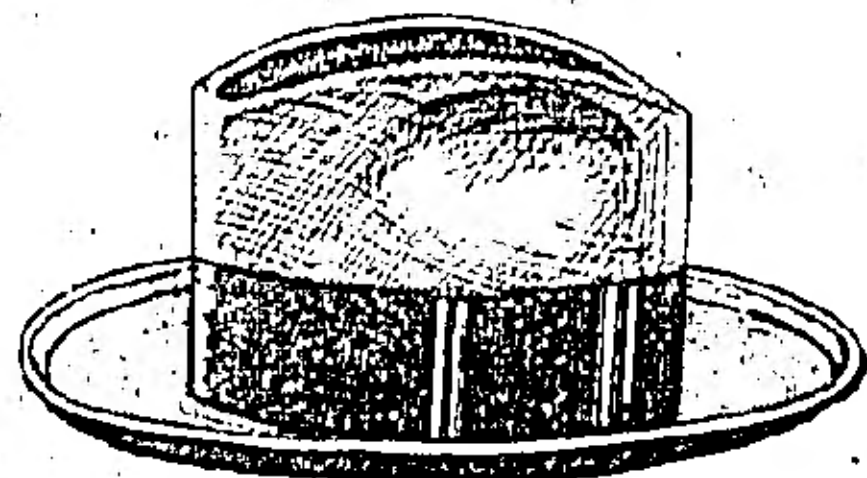
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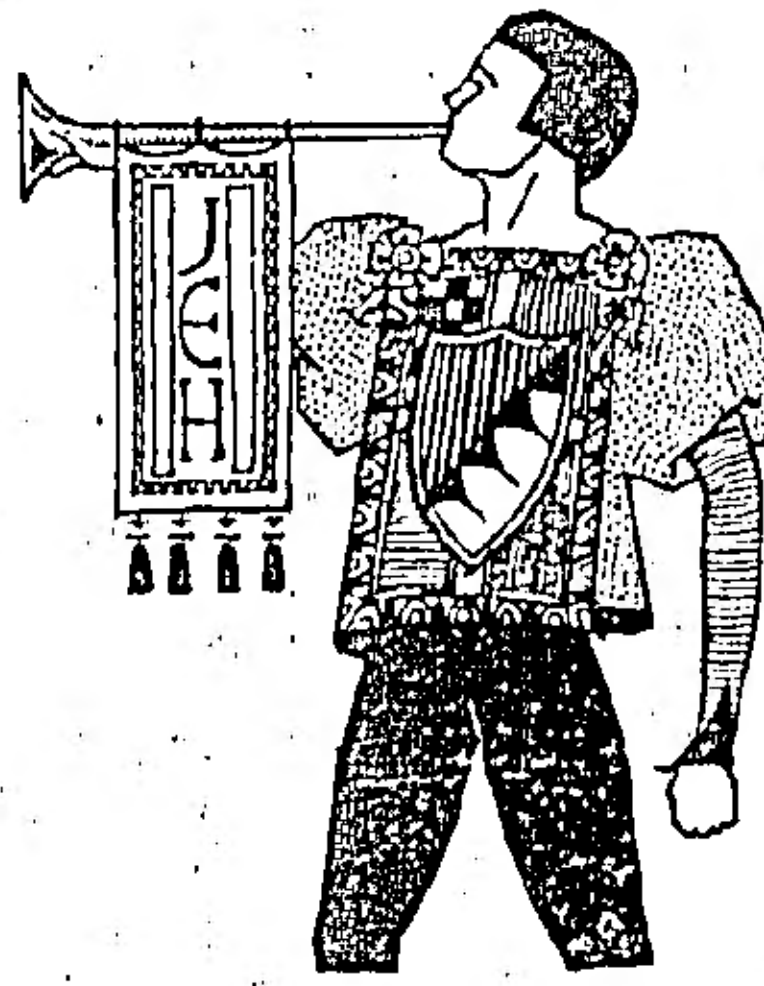
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FUNERALS.

LATE REV. BRO. JOSEPH.

The funeral of the late Brother Joseph took place yesterday afternoon. The cortege was met at the entrance to the Roman Catholic cemetery by the Right Rev. Bishop Valtorta, with clergy and acolytes of the Roman Catholic Cathedral, and a procession was formed to the mortuary chapel, where the Requiem service was intoned by the Rev. Father Granelli, His Lordship pontificating.

The Right Rev. Bishop Valtorta officiated at the graveside, and was assisted by the Rev. Fathers Augustine, Granelli, Noyal, and Rossi.

Brother Aimar, director of the College was the chief mourner.

There was a large company present including Brother Aubert, Sub-Director, the entire staff of the college, a large number of scholars, and members of the committee of the Old Boys' Association. Also Mr. E. Ralphs, Inspector of English Schools, Mr. J. M. Noronha, Dr. Basto, and Messrs. A. and P. Leong Hing-kee.

Others present included Fathers Downs, Niganti, Le Corr, and Le Bond. There were also in attendance sisters from the various convents.

Lay teachers acted as pall bearers.

Wreaths were sent by the following:—Messrs. Little, Adams and Wood, Mr. E. Ralphs, Robert and Leo Chao, C. Van-Leon, Simon Tse-yun, Andrew Tse, First Hongkong (St. Joseph's College) troop of Boy Scouts, Antony, J. A. de Almeida, Masters Woo Pak-san, Woo Pak-chuen, Woo Pak-foo, and Woo Pak-kwai, Dr. Eugene L. de Souza, Omar Brothers, Xavier Bros., past pupils in the Chartered Bank of India, Australia, and China, Mr. F. B. da Silva, Mr. and Mrs. C. H. Basto, the servants at St. Joseph's College, Mr. L. E. Haynes, Mr. C. Houghton, Mr. R. Pereira, Mr. W. H. Cheung, past pupils in Messrs. Jardine Matheson and Co. Ltd., insurance department, St. Joseph's College Football Club, Messrs. J. and R. Alavakia, Mr. C. A. Hyder, Mr. and Mrs. O'Sullivan and family, and Mr. and Mrs. M. A. Figueiredo and son.

The Late Mr. Parker.

There was a big gathering of sympathisers at the funeral of the late Mr. Broughton Parker, of the s.s. Lungshan, which took place at the Protestant Cemetery last evening. A number of old friends and colleagues were present, but owing to the fact that a number of river boats were not in harbour, many officers were not able to be present.

It is interesting to note that before his appointment to the Yee Cheong rice mills at Saigon, the late Mr. Parker was for 15 years with Messrs. Jardine Matheson and Co. Ltd. He was a native of Sydney, Australia, and was educated in London. He leaves many friends in Saigon to mourn his loss. It is believed that both his mother and father are still living in Sydney.

At the funeral there were representatives from the China Navigation Company, (Messrs. Butterfield and Swire), the Hongkong Canton and Macao Steamboat Company, and the Indo-China Steam Navigation Company. Officers from the various boats operated by the Steamboat Company were not able to be present, owing to the vessels being away.

Those present included:—Mr. F. Thomason (representing the Hongkong, Canton and Macao Steamboat Company, Ltd.), Capt. R. Innes (Marine Superintendent of Messrs. Butterfield and Swire), Mr. M. M. Murray (Supt. Engineer of B. and S.), Mr. J. R. Kinghorn (Assistant Supt. Engineer), Mr. Lo Kai Hong (compradore of the Steamboat Company), Mr. Lawrence (Chief Engineer of the Taishan), Messrs. T. Hynes, and A. M. Strapson (Kowloon Dock), W. J. Stokes (Marine Engineers

FRENCH FINANCE.

BANK ADVANCE TO STATE TO BE REDUCED.

Paris, Aug. 26.

According to *L'Echo de Paris* the limit of the advances of the Bank to the State will be, on the 31st inst., reduced to 32 billions francs instead of 36 billions and a half. With previous repayments thus limit of advances will be reduced by a total of eight billions and a half since the Cabinet and the National Union took office.

Moreover the recent loan will permit shortly of the withdrawal of 1,300 millions in bonds for national defence from circulation.—*Havas.*

SWISS RAILWAY DISASTER.

EIGHTEEN KILLED.

Chamonix, Aug. 26. Three others have died bringing the deathroll up to 18. Thirty people were injured.

The train was filled with passengers and had gone only 300 yards from the station when the engine and the first coach left the rails and fell down the mountain-side. The second coach was saved by a tourist applying the emergency brake. The dead include the driver and six women.—*Reuter.*

THE "N. C. D. NEWS."

STILL UNDER POSTAL BAN.

The fact that the *North China Daily News* has been reaching Hongkong has led to local supposition that the Nanking Government's postal ban had been lifted. This is not the case, as the following telegram, received from the N. C. D. News yesterday, shows: "Postal ban still maintained against us, your report incorrect. Distribution is being effected despite the ban."

Guild), and Messrs. A. Macfarlane, E. Handon, F. Samways, E. L. Stainfield, W. Watson, R. Campbell, W. Excell and R. Whiteford. The officiating minister was the Rev. W. R. Cannell.

Wreaths.

Wreaths were sent by the following:—his loving wife and children Flo, Patsy and Bill, Mr. and Mrs. T. Hynes and family, Mr. and Mrs. E. Hanlon, Mr. and Mrs. N. Watson, Mr. and Mrs. W. Glendinning, Mr. and Mrs. A. Robertson, Mr. and Mrs. R. A. Campbell, Mr. and Mrs. S. Baker, Mr. and Mrs. D. Harvey and David, Mr. and Mrs. J. M. Ramsay and family, Mr. and Mrs. W. Forsyth, Mr. and Mrs. E. L. Stainfield, Mr. and Mrs. A. Macfarlane.

Captain and Officers of the s.s. Lungshan, officers of the Taishan, Captain and Officers of the s.s. Sui Tai, Officers of the Kinshan, Officers of the Sui An, Capt. F. Smith of the s.s. Sui Tai, Captain Thomson, of the s.s. Taishan, A. Place (purser, Taishan).

The Hongkong, Canton and Macao Steamboat Co., Ltd., the Office Staff of the Hongkong, Canton and Macao Steamboat Company, Ltd., Messrs. Butterfield and Swire (Engineering Department).

The Marine Engineers' Guild of China, The Institution of Shipbuilders and Engineers of Hongkong.

The Superintendents of the Hongkong, Canton and Macao Steamboat Company, Ltd., Messrs. G. E. Ellams, F. G. Samways, T. M. Perpetuo, R. McKellar, W. C. Excell, J. A. Douglas.

Beatrice A. Bliss, Mrs. L. Woolley and family, Miss P. Jones, Messrs. A. J. Diggle and Walter B. Chillmaid (Taishan), Cecil Percy and George Witchell, Mavis and Kathleen Glendinning, C. P. O. Clarke and Revenue Officer Ward.

STILL NO NEWS OF RILEY.

OFFICIALS REDUCTANT TO INVESTIGATE.

Mr. Basil Riley, correspondent for the *London Times* who has been missing for three weeks, is still unheard from, and the mystery of his disappearance and the lack of news with regard to him is occasioning considerable perturbation and comment in international circles, both in China and abroad.

It will be recalled, from reports published in the *Hankow Herald*, that on the morning of July 19 the train on which Mr. Riley was travelling north reached Chengchow. On the morning of July 23 Mr. Riley intimated to his travelling companions that he would be away but a few hours, in the course of a walk through a nearby village. Since then he has not been heard from.

Endeavours have been made by the British authorities at Peking to secure an investigation at Chengchow but Peking, being at the present moment at war with the Chengchow district, there is no hope of a successful investigation from that quarter.

Wheels Difficult to Move.

The British Consul General at Hankow, Mr. Harold Porter, has used his every endeavour to get action from here, but at times, and when they are so minded, Chinese wheels are very difficult indeed to move. The Foreign Office here has communicated with Chengchow, and Chengchow has replied, "Mr. Riley is not here." Hankow has asked, "If he is not there, then where is he?"

But this, Chengchow appears to scorn as a rather useless question. They have already answered, "He is not here," and they appear to feel irritated that anything further should be asked of them.

Must Have Been Seen.

The appalling point in the case of Mr. Riley's disappearance lies not in the fact of his remaining unheard from for a period of three weeks, nor in the possibility that some accident may have befallen him, but in the apparent refusal of the officials at Chengchow to make any move toward investigating what has become of him.

Foreigners in Chengchow, during these days, are not too plentiful. The appearance of a strange foreigner in any native village so far from one of the Treaty Ports, must have caused considerable comment.

Hundreds of people must have seen him come into the village, and there must be many who know what has become of him. He cannot simply have disappeared from the face of the earth. Nor is it reasonable for the Chengchow officials to consider their duty done when they reply, without investigation, "He is not here."

No Sherlock Holmes Required.

Were the authorities in Chengchow in the slightest degree sympathetic in assisting in the search for Mr. Riley, either his whereabouts or what has become of him could be ascertained in the course of a single day. It requires no Sherlock Holmes, no trained sleuth, to uncover such a trail.

Merely methodical inquiry in the neighbourhood of Chengchow would immediately uncover what has become of him. They will find an endless number of Chinese who will remember his having come to Chengchow, who will be able to tell in which direction he travelled, and will, in less time than it takes for a telegram saying "He is not here" to get from Chengchow to Hankow, to find out what has become of this British newspaper man whose disappearance has aroused much foreboding.

OUR CABARET.

APPRECIATIVE AUDIENCE LAST NIGHT.

"Our Cabaret," will be seen for the last time in the Colony tonight at the City Hall, and judging by the reception given to the Company last night, there can be little doubt that the attendance will be fairly big.

The programme during last night's performance was particularly attractive, and several encores were demanded. Charles Mason, the comedian was the most popular of this little group of talented artists and as usual the sisters Rita and Delia Vivienne and Fred Collier delighted those present with several speciality dances which were well appreciated.

"The Disorderly room" which was given just before the interval proved to be a very humorous sketch both Billy Bray and Charles Mason revealing themselves to be artists of no mean calibre.

JAPANESE NAVAL DISASTER.

MANOEUVRES SUSPENDED.

Tokyo, Aug. 26. The *Asahi's* special correspondent writing from Maizuru quotes the port authorities as attributing the naval disaster to the darkness of the night and the dense fog. It is believed impossible to refloat the *Warabi* owing to the depth of water. The *Naka* and *Ashi* arrived at Maizuru yesterday evening.

Further manoeuvres have been suspended. Warships and aeroplanes are searching for bodies but up to the present only one has been recovered.

The latest figures of casualties give a list of 119, including 11 officers.—*Reuter.*

NAVAL SCARE.

JAPANESE DENIAL.

Tokyo, Aug. 26. A Foreign Office spokesman has unequivocally denied that there is any truth in the report that an Anglo-Japanese agreement with regard to future naval supremacy has been concluded. He also refuted the allegation that a revival of the Anglo-Japanese agreement is under discussion.—*Reuter.*

ance has aroused much foreboding.

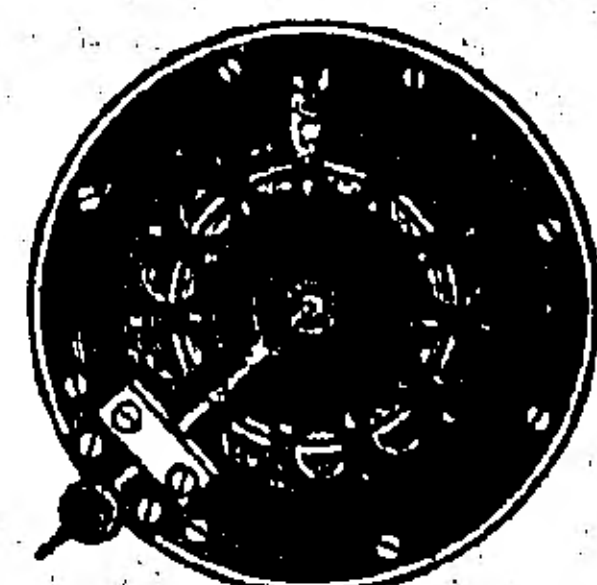
Action Necessary.

Surely it would be a wise move for the Foreign Office at Hankow to send a representative to Chengchow to inquire into the matter. Possibly he might be accompanied by an official of the British Consulate, although this might not be necessary were the Foreign Office to make a personal investigation in this manner.

One Chinese official sent from Hankow would be of more use at Chengchow than the whole official personnel at that city in the matter of investigating Mr. Riley's disappearance. It should be done immediately. If anything has happened to Mr. Riley, whatever that "anything" is, should be divulged without delay.

If he is safe, it should be made known, so that the present worry with regard to his fate may be laid at rest. "He is not here" means nothing. The world will demand to know where he is. And a little earnest effort on the part of the Chinese authorities would quickly make that known. A slight effort made now will save much needless uneasiness and possible complications.

SOMETHING NEW!



THE Symphonic PHONOGRAPH REPRODUCER

Will Make Your Old Gramophone Play Like the New Ones Now on the Market.

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Wretch!

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can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for

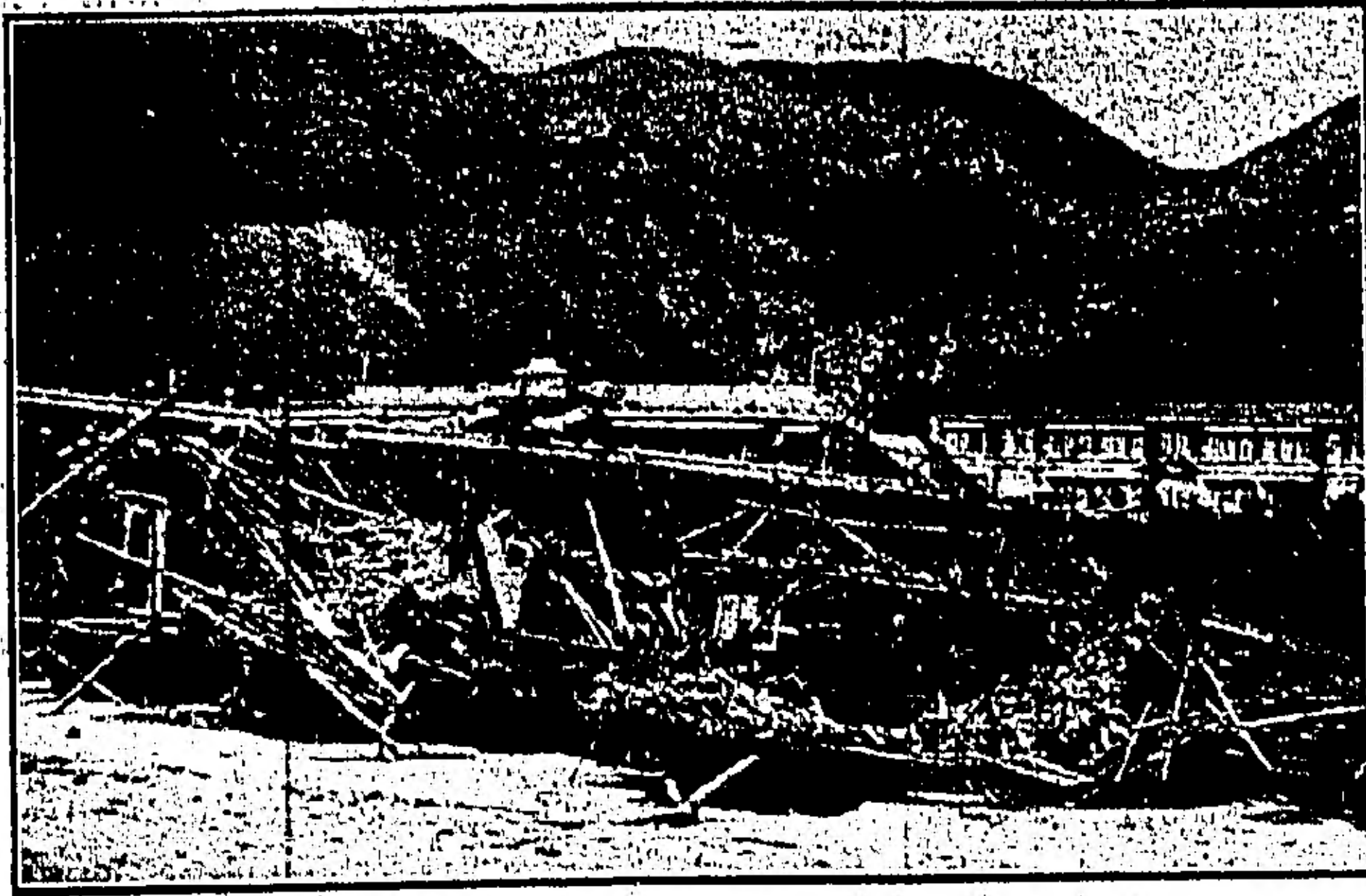


SCOTT'S Emulsion
The protector of life

EFFECTS OF LAST SATURDAY'S TYPHOON.



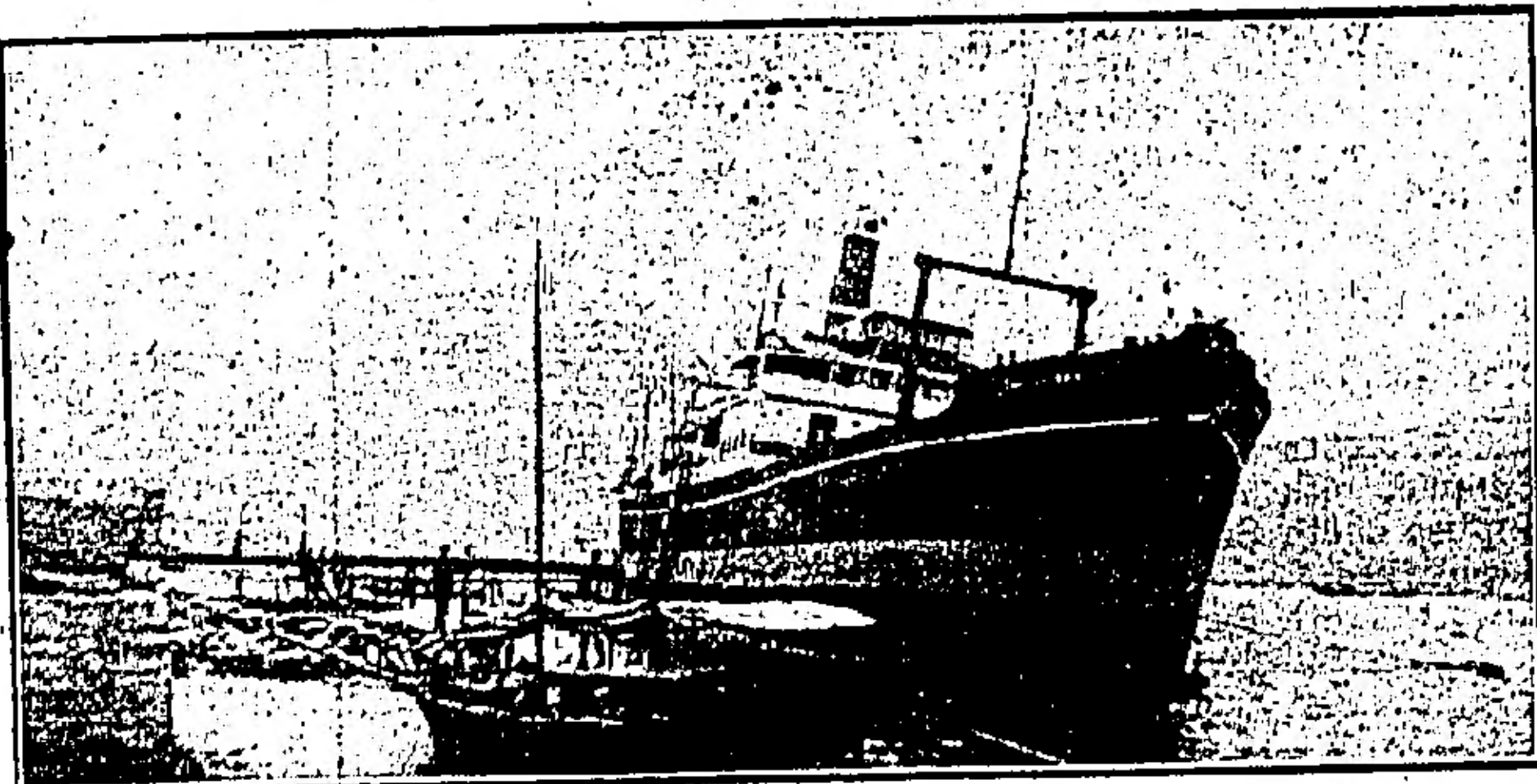
Demolished sheds at Repulse Bay, following the typhoon of last Saturday, when very few of these sheds at Hongkong's most popular bathing beach survived the effects of the wind and heavy downpour of rain.



A vivid impression of the force of the storm is given by the above two pictures, taken at the height of the typhoon, the one on the left showing waves breaking over the Praya and Queen's Pier, and the other depicting naval vessels and a tug riding out the storm.



The only serious shipping casualty concerned the s.s. Taikoo Wan Yi, seen above on the beach near to the Hunghom Cement Works, where it was driven ashore during the typhoon. The vessel was refloated on Tuesday.



The wholesale destruction of motor vehicles in the Taxicab Company's garage at Kowloon is very clearly shown in the above pictures, taken while the work of clearing away the debris was in progress. Some of the cars suffered lightly, while others were completely demolished, when the garage collapsed on Saturday afternoon.



Two instances of damage to structures on the Peninsula are depicted above. On the left is the pavilion of the Kowloon Cricket Club, which suffered severely, and the other picture is of the collapse of a house at Shamshuipo, when several Chinese were killed.

SPECIAL OFFER.

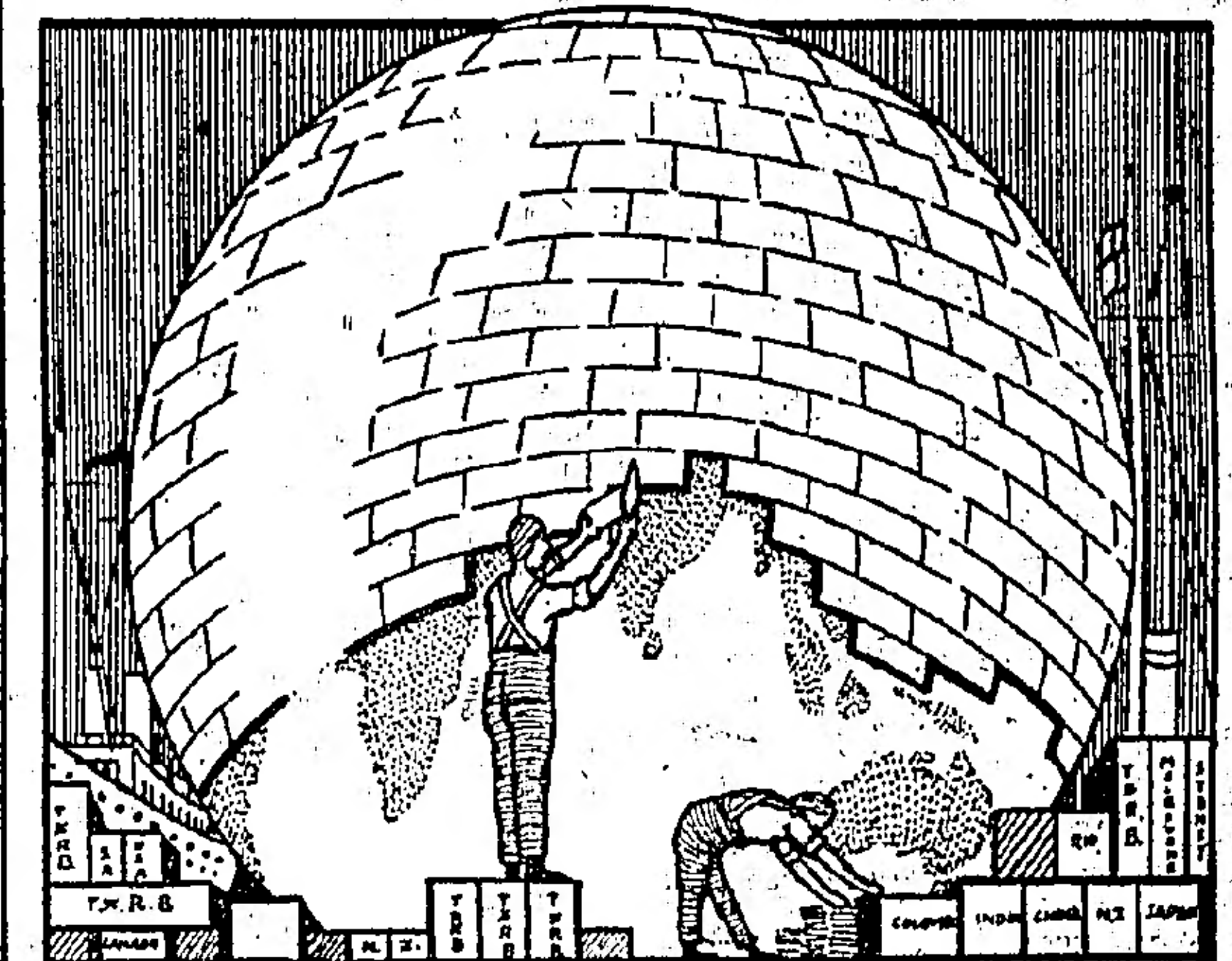


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GENTS' HEMSTITCHED HANDKERCHIEFS

Gentlemen's
Hemstitched
HANDKERCHIEFS

300 Dozen

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SPECIAL SALE PRICE **\$1.75** 40

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and secure the co-operation of its readers in buying your goods.

132, 142, 1497, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 208, 210, 216, 226, 248

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry. Next new Hotel, Hankow Road, Kiangnan. Tel K 857.

LOST—from Central Police Station on 25.8.27 a White wire haired mongrel female Dog with long tail. Finder will be rewarded on application to Mrs. Wodehouse.

WANTED.—To purchase, a Blackwood or Cherrywood bedstead. Carved preferred. Reply to P. O. Box No. 660.

PG LET.—One European FLAT
Nanchai Gap Road, Hongkong.
Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor,
New Hongkong Bank Building.
Only Sang Kee, same building.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. O. Sassoon and Company, Ltd.

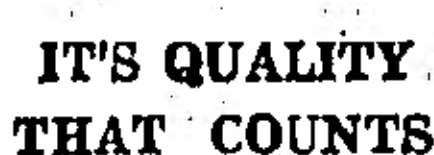
TO LET.—Five roomed House No. 49, Granville Road, Kowloon, with flush and Sanitary conveniences. Apply to Spanish Dominican Procuration. Phone No. C.721.

TO LET.—Houses in Macdonnell Road, beautiful situation, with garden, flush and modern conveniences. Apply to Lam Woo & Co., 20 Leun Fat St., 1st Floor.

TO LET.—European FLATS, 29A and 29B, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—Shipping Offices in Connaught Road, Central, No. 18, first floor; Nos. 15 & 16, second floor; Nos. 15, 16, 18 and 19, third floor. Please. Apply to S. K. Trust Ltd. 29, Connaught Road, Central.

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OFFICES single rooms or suites
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Cheap rental. Immediate occupa-
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\$7.50; Amphitill's Special \$7
Planter's \$6.00; from \$3.00
\$4.75 for 25's as compared w
\$7.25 for a box of decent Manilla
Orders over 250 less 10% 500
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28th August, 1927. 11th,
day After Trinity. Holy
Communion, 8 a.m. Matins, 11
Preacher: Rev. C. B. St.
Litany for the Sick, 12
Evangelion, 6 p.m. Preach
Rev. E. S. Uiyat, R.N.

First Church of Christ Scientist,
Macdonnell Road, below B
Road Tram Station. Sub
Service, 11.15 a.m. Sub
"Christ Jesus" Wednesday E
ing Meeting at 5.30 p.m. E
ing Room at above
dress, open Tuesday
Friday, 10 a.m. to 12
Monday and Thursday, 5
p.m. The Public is cord
invited to attend the ser
and visit the Reading Ro
Branch of The Mother Ch
The First Church of Ch
Scientist, in Boston, Mass, U

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REPORT FROM BOARD OF CONSERVANCY WORKS OF
KWANGTUNG WATER-LEVELS IN ENGLISH FEET.

Place of Observation.	Highest W.L. on record	Lowest W.L. on record	W. L. 25/8	W. L. 26/8
West River at Shiuhing	+41'0	0'	+17.2	falling
North River at Tsingyuen	+28'7	0'	*+10.0	rising
North River at Samshui	+27'3	—5'	+10.6	falling
East River at Sheklung	+15'2	—3'	+9.2	+8.2

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CANADIAN SCOTTISH
GATHERING.HIGHLAND FESTIVAL NEXT
MONTH.

With a hundred medals of gold, silver and bronze offered for supremacy in singing, dancing, games and piping, the Scottish communities in the Canadian west are looking forward with keen interest to the Highland Gathering and Scottish Music Festival which is being organized for September 8, 4 and 6 at Banff, and to which the Prince of Wales has given his patronage. Although there have been highly successful Scottish games held in various parts of Canada, these have been mostly of local interest and lasting a single day, but the Banff gathering is planned to last three days and will have a national character. Each of the seventeen Highland regiments in Canada has been authorized to send a pipe to compete for the trophy for regimental piping offered by E. W. Beatty, President of the Canadian Pacific Railway. The rules for this competition have been drawn up by Colonel Alexander Fraser of Toronto, the leading authority on pipe music on this continent.

Many of the finest exponents of Highland dances in western Canada have intimated their intention of taking part, and the tourist capital of the Canadian Pacific Rockies will be ablaze with tartans. Tossing the caber, putting the shot, throwing the hammer, and all the games in which brawny Highlanders are expert will of course be conducted.

Series of Concerts.

Supplementing these features will be a series of concerts in the great ballroom of the Banff Springs Hotel for which several of the best known Scottish singers have been engaged. J. Campbell McInnes, famous for his rendering of border and Highland ballads, will be there with Mme. Leanne Dussenu, who under her maiden name of Ruth Thom attracted the attention of Mary Garden by her beautiful interpretations of the old Scotch songs. Davidson Thompson, a resonant baritone of Winnipeg, who has sung with the Minneapolis Symphony, and Ruth Mathewson, a fine contralto of the same city, will also be there. The Gaelic singers will be represented by the tenor, Norman Cameron, and by a group of folk singers from the Hebrides who have recently come to make their home in Canada.

The programme of Scottish music has been drawn up in historical sequence, commencing with old ballads of the fourteenth and fifteenth centuries, followed by groups of the periods of Mary Queen of Scots, the Stuarts and the Jacobites, followed by selections from the songs of Burns, Sir Walter Scott, Lady Nairne and Christopher North. The Hebridean music recently made popular by Marjorie Kennedy Fraser will also be featured.

In addition to these Scottish elements of games and music another Highland feature will be introduced, namely, folk songs and dances of the Highland tribes of Indians whose hunting grounds were from time immemorial in the neighboring Canadian Pacific Rockies. These Indians will be gathered in a picturesque encampment, and with their treepees and variegated costumes will make the affair unique of its kind.

AN ARCHDUKE'S
TAUNT.MINISTER CHALLENGED
TO A DUEL.

New York, July 23. The Los Angeles Examiner states that the Archduke Leopold of Austria, who, recently, with his secretary, arrived in California, has challenged Count Lazlo Szechenyi, the Hungarian Minister at Washington, to a duel. The secretary gives this account of the quarrel.

His Highness lost most of his money—how I am not permitted to say. He found himself financially embarrassed. I informed him that any loans to be made should be handled through the Minister and that in this way we should not be taken for impostors. The Archduke conveyed to the Minister the information that he wished to arrange a loan from friends in New York to facilitate his return to Austria.

To this the Minister replied by telegram, saying: "I received your tactless telegram. You must say to your friends in New York that they must not send money to you through the Hungarian Legation."

The secretary explained that the word "tactless" meant indiscreet, and "that is a word unknown" to the family of Hapsburgs. So the Archduke telegraphed to the Minister telling him that before the war he was only a lackey

SNAKE IN WOMAN'S
FUR.MIDNIGHT WRIGGLES SCARE
TWO SISTERS.

Recently a woman living at Purley purchased from a London shop a new fur. A younger sister who lived with her borrowed it to wear one evening, and on returning home hung it behind the bedroom door. Later the fur was found lying on the floor.

Thinking her sister had been careless, the elder woman remonstrated with her, but was assured that the fur had been carefully hung on the door. The fur was then hung in the wardrobe, but next morning it again lay on the floor.

The two sisters became uneasy, and that night they hung the fur still more carefully on the bedroom door hooks. Next morning they were horrified to find it underneath the bed.

After a consultation the fur was taken back to the shop, where the queer story was received with incredulity. The firm, however, returned the article to the furriers who had supplied it.

An explanation of the uncanny movements of the fur came later in a letter from the furriers.

While handling the fur an assistant had noticed a curious twitching movement inside. He ripped open the lining and to his amazement, a live snake protruded its head.

The snake had lain dormant until aroused by the warmth of the woman's neck, and had evidently attempted to make its escape by violent wriggles which had shifted the fur across the bed room.

As the fur was imported it is surmised that the snake got into it during the voyage.—Daily News.

of the Hapsburg family, adding: "I will say that a duel can be arranged and I slap in your face my fighting glove."

The Archduke has now telegraphed to Admiral Horthy, the Hungarian Regent, requesting funds to enable him to return to Hungary to fight Count Szechenyi there.



Kills
insects
in the home

Also removes
disagreeable odors
...a clean smelling
deodorant and
insecticide.

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CONNELL BROS CO.
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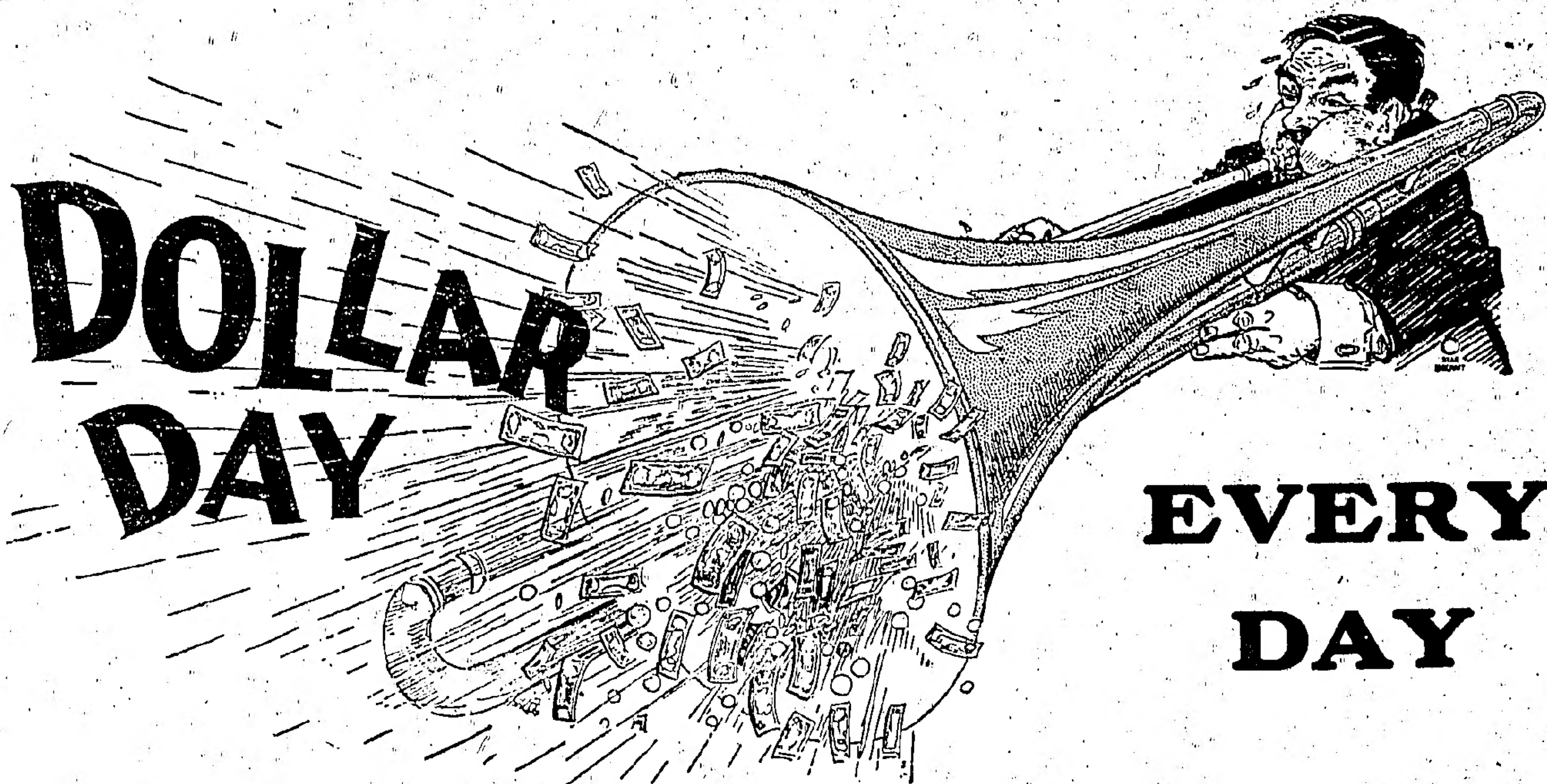
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FINAL CLEARANCE OF ODDMENTS.

THOUSANDS OF DOLLAR BARGAINS FROM ALL DEPARTMENTS.

An exhaustive search has been made through all Departments, and the result has been that we have turned out a huge lot of Stock which we wish to clear before the end of our Sale, Saturday, September 3rd.

BE SURE YOU VISIT OUR STORE NEXT WEEK. YOU WILL FIND LOTS TO INTEREST YOU.

DOLLAR BARGAINS
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LADIES' HATS

LADIES' HOSE

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CROCKERY

GLASSWARE

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CRETONNES

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SEE SPECIAL DOLLAR WINDOWS.

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For the final week we have thrown out a lot more bargains on our half-price tables

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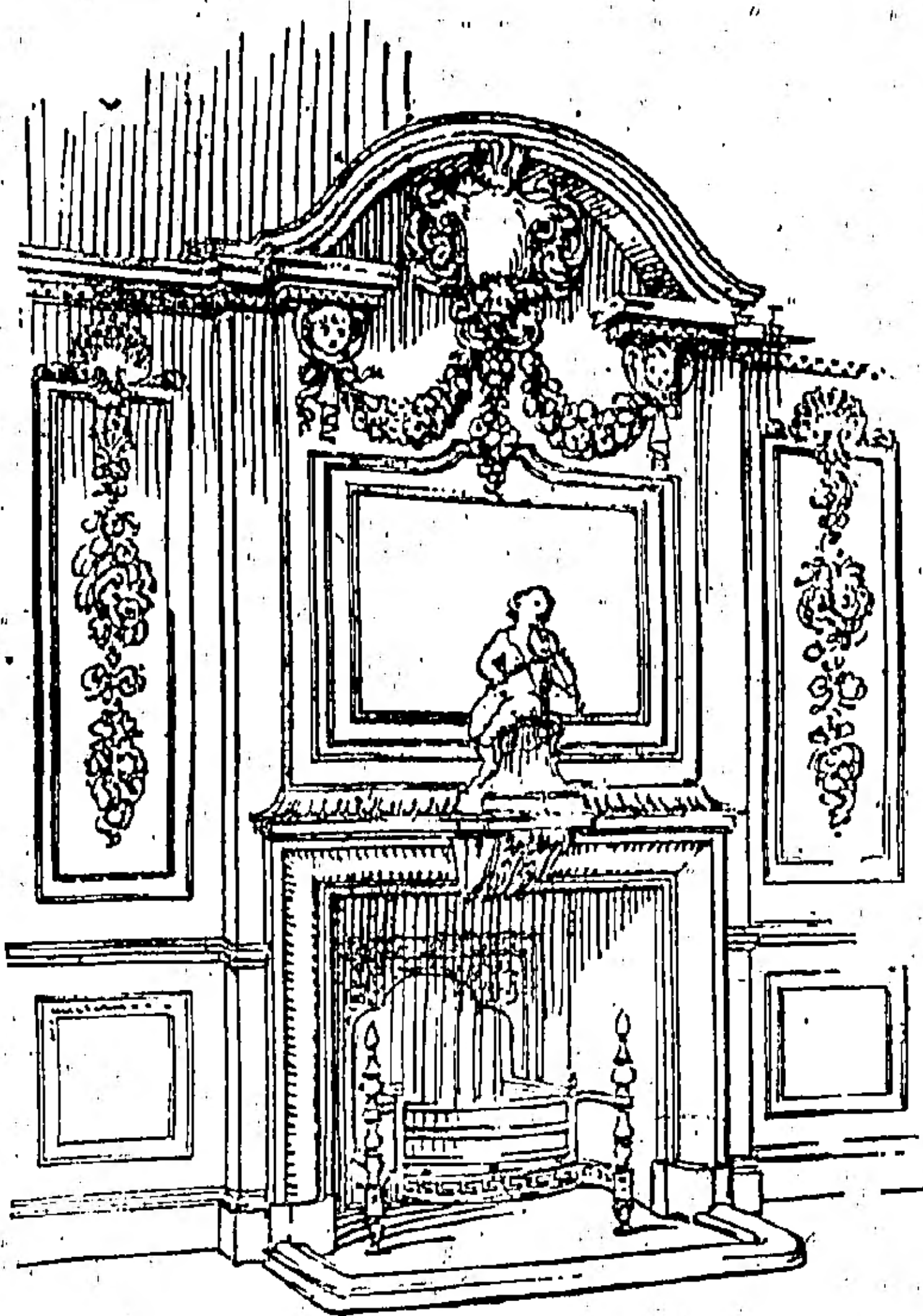
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SUN-BATHERS WHO ARE HEALTHY.

DANGERS OF EXCESS.
Sun-bathing has now rightly

reached a high level of popularity
as a pleasant pastime and power-
ful promoter of health.

Each year it claims an ever-
increasing number of devotees,
and every encouragement should
be given to them. I strongly de-
precate the imposition of any
prudish restrictions, writes Sir
Herbert Barker in the *Daily*
Mail.

For many years I have spent
considerable time in adding to
my stock of personal experience in
regard to heliotherapy, and like
others who have closely studied
this means of bettering one's well-
being, I am absolutely convinced
of its enormous therapeutic
value.

The amazing results achieved
in some of the most intractable
of human maladies during recent
years by great natural means of
cure are too well known to need
recapitulation, and my only pur-
pose in writing this article for
The Daily Mail is to give to those
who are interested in but perhaps
unacquainted with the subject
some hints for their benefit and
guidance in this form of treat-
ment.

To secure the maximum of good
from the sun-bath the beneficent
rays of the spectrum must not be
interfered with by thick or dark
attire, or by the interposition of
glass. Thus open-air exposure to
the solar influences and thin,
white, and scanty apparel are
essential.

The high rays are yellow and
the chemical rays are violet, ultra-
violet, and blue, and these are the
most useful, because they are
powerfully destructive to the
patient. The red and infra-red
are the heat rays.

It is the ultra-violet rays which
are the most readily absorbed by
the tissues, and which are there-
fore of the greatest value, for they
kill not only surface bacteria but
those more deeply situated. This
destruction is brought about by
the action of the sun's rays
coagulating the albumen of the
microbic protoplasm.

Caution Advised.

I seriously impress upon the
sun-bather the advisability of pro-
ceeding very gradually and with
the greatest caution. In the case
of delicate people the surveillance
of a medical man should be re-
garded as absolutely necessary.

To begin with, and if the sun is
very hot and there is no wind,
a ten-minute exposure, lying on
the sand or elsewhere is sufficient.
If the heat is not excessive and
there is a breeze a longer period
can safely be indulged in.

Each day, as the skin becomes
more and more tanned, longer
exposures may be made. The pig-
mentation prevents the absorption
of the sometimes dangerous red
rays, and yet allows the healing
ultra-violet rays to pass into the
system and do their beneficent
work.

Always wear a hat, and if you
are subject to sun-glare headache,
darkened glasses as well. It is
desirable to divide the time of the
sun-bath to lying first on the
back, then on the face, and lastly
on the left and right sides. But
too much of the sun in a prone
position is not good for the aver-
age person. Quick walking, easy,
springy running, and all kinds
of exercises of a right kind are
excellent, especially those which
contract and relax all the muscles
of the body.

RAFFLES ACTIVE IN BELGRADE.

ADVENTURE OF THE STOLEN
TITLE-DEEDS.

Belgrade: There is now no
longer any doubt that Mr. Hor-
nung, as well as Mr. Conan Doyle,
has conquered the Continent, for
during the past ten days a thief
has been at work in Belgrade,
who can be no other than the
gentleman cracksman, Raffles, in
a holiday mood.

M. Jovan Popovitch, formerly
one of the leading diplomatic
representatives of the House of
Montenegro, came to Belgrade
about a month ago in order to
settle the question of the liquida-
tion of estates of the ex-Crown
Prince of Montenegro. M. Popo-
vitch took rooms in the Palace
Hotel. Returning to his suite one
afternoon, he found the typical
disorder which is the first sym-
ptom of a burglary. He rushed to
an attache case which contained
a number of valuables and money
in cash; found it broken open like
the other cases in the room—but
the valuables intact. The thieves
had only taken the papers with
which he was entrusted, the Royal
title-deeds, powers of attorney,
etc.

The police failed to find any
trace of the thieves, and M.
Popovitch began to despair, when
the second surprise came: the
papers were returned to him at the
hotel, by registered post, together
with a polite letter apologising
for any inconvenience the tem-
porary absence of the documents
might have caused.

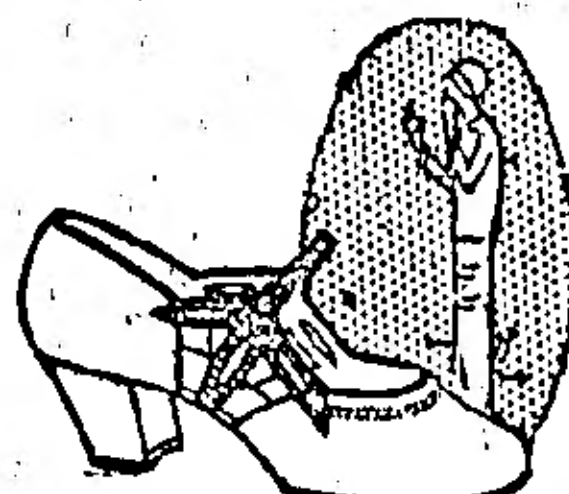
M. Popovitch is alleged to be
unable to see the joke, and the
police are very reserved.

Sir Burton Chadwick stated in
Parliament that up to the present
44 applications for safeguarding
of industries had been received.
Fifteen had been referred to
Committees, and in seven cases
duties had been imposed. Of the
remaining 29, 3 had been with-
drawn or were in abeyance, 22
had been rejected, without refer-
ence to a Committee. Sir Basil
Peto asked if that was considered
a satisfactory result. Sir Burton
—Yes, I think on the whole it is
satisfactory.

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Ladies' Dancing and
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also Lizard Skin Shoes



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(Expert Fit and Good
Workmanship.)

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Opposite Yee Sang Fat Co.
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"FOOT EASE" HOSIERY

Pure
Chinese
Silk
Better
Than
the
Average

IF you want BETTER Chinese
Silk Stockings—Here they
are!

Exceptionally delicate silk fabric
that counts for beauty and
comfort.

Full-fashioned to give perfect fit
and most becoming style.

Popular shades of Champagne,
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Maximum wear.

A revelation of advancement in
Chinese silk hosiery work.

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Floor

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FINEST
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PUREST
MANILA
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travellers to the least possibility of fraud. Our Travellers
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and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign
currencies, Letters of Credit and Travellers Cheques encashed.
Drafts and Telegraphic Remittances effected.

FREIGHT

Shipments effected to all parts. Consignments cleared at low
rates. Insurance arranged. Invoices collected against
delivery of goods. Cargoes packed for export. Dry storage
accommodation for all kinds of Non-hazardous Goods.

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Accident Insurance Policies issued for any journey. Baggage
Insurance effected from departure to arrival at destination.
Travellers are recommended to avail themselves of this insu-
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A large staff is maintained for the purpose of answering enquiries either
personally or through the mail and we offer to our clients the most complete
travel service possible, based on an experience of over eighty years. We
have a chain of 168 Offices throughout the world and for the special care
of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at
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SUCKED INTO MOVING GRAIN.

MAN SUFFOCATED IN A
WAREHOUSE.

The story of a man being sucked
into moving grain and being slowly
suffocated despite a brave at-
tempt at rescue by two of his
mates, was told at a Wallacey in-
quest recently. The victim was a
Birkenhead man named Owens,
who was working as a foreman
in discharging a cargo of grain
into a warehouse on the quayside
at Seacombe.

The grain was being sent down
a shoot into the warehouse, where
there were 250 tons 12 feet high,
and then down a grid or to endless
belts. On going round to get a
rope Owens slipped and was
sucked into the moving grain.
He called out and two of his
mates each seized a hand. They
were both drawn in up to their
waists, but they failed to rescue
Owens, and he was slowly sub-
merged before the machinery
could be stopped. Only his hands
remained visible. Twenty minu-
tes elapsed before his dead body
was recovered.

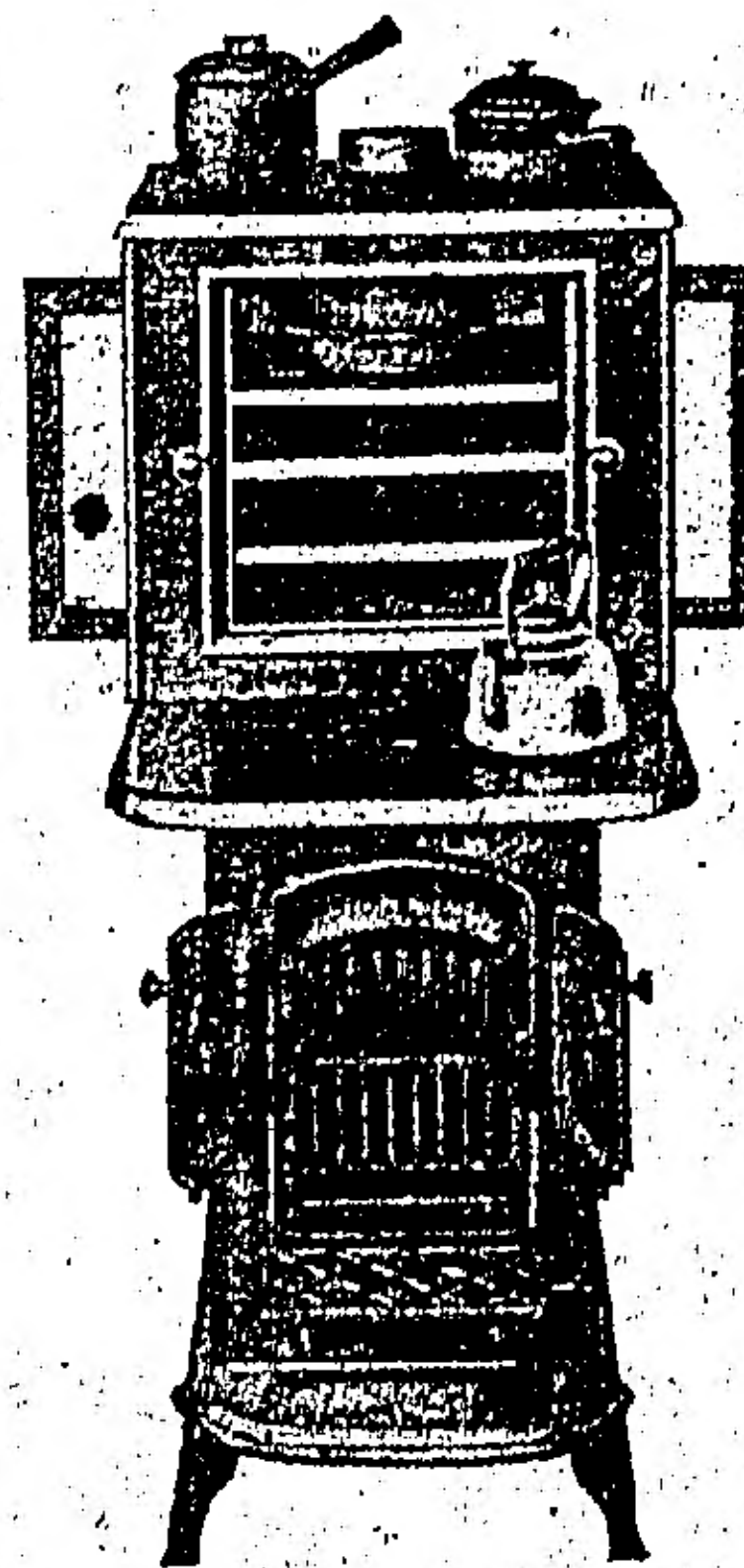
The jury found Owens was
suffocated by misadventure, and
recommended the flow of grain
should be stopped when ropes
were being repaired. It was
stated this was the first fatality
of the kind that had occurred at
the grain warehouse.

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Large and Efficient Oven.
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HORATIO BOTTOMLEY FREE.

A SURPRISE RELEASE FROM
PRISON.

VILLAGERS' WELCOME.

Horatio Bottomley, who was convicted at the Central Criminal Court on May 29, 1922, of the fraudulent conversion of National War Bonds and allotment letters for Victory Bonds and bankers' drafts and sentenced to seven years' penal servitude, was released from Maidstone Jail last month.

He is now at The Dicker, his large country estate near Lewes, in Sussex.

The release came unexpectedly. At six o'clock yesterday morning the prison governor's clerk walked into Mr. Bottomley's cell and told him that he was to be released, and directed that he should dress quickly as a car sent by the Home Office from London was calling for him at seven o'clock to take him direct to his home.

The clothes which Bottomley wore at his trial—morning coat and vest and cashmere trousers—were brought to the cell. Before the prisoner could wear them the vest had to be altered, but he insisted that the coat should be left untouched, so that he might demonstrate the weight—something over 3 st.—which he has lost during his five years in jail.

Recognised by Employee.

Next he was taken to the governor's office, where a light breakfast was provided for him, and then, the motor car, a closed one from London, having arrived, he was placed in charge of the governor's clerk, who accompanied him in the car to the boundaries of Maidstone in order that there should be no leakage of the information of his release. On the outskirts of the town the clerk bade Bottomley farewell, first pledging him to drive straight to The Dicker.

Before Mr. Bottomley left the prison he was provided with a printed document—commonly called the "ticket-of-leave," which set out that "His Majesty is graciously pleased to grant him his royal licence to be at large from the date of his liberation under this order during the remaining portion of his said term of penal servitude."

Although the requirement usually imposed on convicts on ticket-of-leave that they shall report periodically to the police has been waived, it is set out that should his licence be revoked in consequence of a conviction for any offence he will be liable to undergo a term of penal servitude equal to the portion of his term of seven years which remains unexpired—one year and 290 days.

There were few people on the road between Maidstone and The Dicker, and it was not until nearing his home that Mr. Bottomley was recognised, and then one of his employees, turning out of his stud farm, saw him and started back, crying, "The Governor—the Governor has come."

Village Beflagged.
Meanwhile the prison governor had telephoned to Mrs. Bottomley that she might expect her husband and she and her daughter, Mrs. Jefferson Cohn, who has been convalescing at The Dicker after a serious illness, were in readiness to receive him.

Mrs. Bottomley herself was waiting in the doorway for him, while Mrs. Cohn, his daughter, waved and smiled from the balcony above. Mr. Bottomley embraced his wife, and there was a trace of tears in her eyes as she told him how glad she was to welcome him home again.

In his own little village at Upper Dicker, Sussex, Bottomley is still regarded as the father of the country community. To them Bottomley, the convict, is unknown—everywhere he is pictured as the benevolent country squire. He practically made Dicker, where he built six roomed cottages and let

A WARNING NOTE ON TONSILLITIS.

RHEUMATIC INFECTION THAT
CAUSES HEART TROUBLE.

"What people do not realise is that tonsillitis and St. Vitus's dance are both forms of rheumatic infection."

So said a leading Harley-street doctor to *The Daily Mirror* recently, commenting on the report of the Ministry of Health, "Acute rheumatism in children and its relation to heart disease."

In a foreword to this official report Sir George Newman, the chief medical officer, describes rheumatism as "one of the most insidious, disabling and mortal of all the great diseases."

"It is perfectly true that almost every death from heart disease under the age of forty, except in the few attributable to congenital disease, is due directly to rheumatic infection," continued the specialist.

"Do not suggest that a child's tonsils should be removed as a matter of course, but there is no denying that tonsillitis is a rheumatic infection and liable to cause heart trouble unless great care is taken."

"The younger the patient the more likely is the heart to be affected."

"After an attack a child should have complete rest, so that the heart will not be overworked. This is most important."

Mr. N. Chamberlain in Parliament recently informed Mr. MacKinnon that the housing subsidy would continue after September. Mr. T. Williams asked whether special consideration would be given to any cases where houses were commenced and for some reason were not completed. Mr. Chamberlain said he had no power to vary the order.

for five shillings a week. The news soon spread through the village of his home-coming, and signs of welcome quickly appeared in flags hung out from cottage windows and trees.

School children who are on summer holiday also rushed up to the Bottomley home carrying little flags.

Next a large Union Jack appeared on the balcony over the entrance to Dicker House.

In the afternoon the village was agog with excitement, villagers, including many children, going up to Dicker House, and talking excitedly over his unexpected early release.

Plans Upset.
The suddenness of the release caused disappointment to his village friends, who had intended to organise a great welcome to him, and Mr. Pritchard, his former poultry manager, and Mr. Pearce, another villager, soon got busy in an attempt to arrange for a brass band to come from Hailsham and play the villagers to Bottomley's house.

Throughout the day Mr. Bottomley kept strictly to his house, and garden.

People who had seen Bottomley before he went to prison thought that he looked very much the same though he was perhaps a little thinner in the face.

Within six hours of Mr. Bottomley's release from Maidstone Prison, two old colleagues were on their way to his Sussex home to discuss with him the preliminary details of the new journal which he is to edit.

At one time the journal was to have been called *The Other Side*, and the policy would have been to present "the other side" of affairs on every subject. It is now understood, however, that the title will be *Bottomley's Weekly*.

An extensive lecture tour is being arranged for him all over the country and it is expected that in the beginning he will deal mainly with his own version of life in prison and suggestions for prison reform.

OUR DAILY TALK ON HEALTH.

GUARDING CAMP HEALTH.
IMPORTANT.

A GREAT PRECAUTION.

During the summer motorists tour the country, going from place to place, stopping frequently at summer camps. Among the chief dangers to which they expose themselves are the drinking of water not properly protected against typhoid fever or dysentery germs. Many camps have improper sewage disposal; others have places for supplying food which are not controlled as to the purity of materials sold or as to freedom from bacterial contamination.

John Walker Harrington recently described in *Hygeia* the manner in which some camps protect the travelling public. It must be borne in mind that most people are careless in the matter of drinking water. Any water that is exposed cannot be guaranteed as to its drinking qualities. Therefore, all wayside springs are best sealed with concrete and their discharge conducted by pipes to a river or to sewers.

Spring water is taken from lakes, filtered and treated with chlorine so as to make it safe. It has been found necessary to mark brooks and even the standpipes in the railroad stations with signs to the effect that the water is not good for drinking purposes.

In order to prevent contamination of springs by sewage, camps are permitted within restricted areas, and are provided, as are the trails as well, with suitable comfort stations. These must be screened to prevent the entrance of flies. They rest usually on septic tanks of concrete in which a strong solution of caustic soda reduces all sewage to a fluid. This may then be pumped out into wheeled tanks and released in sewage disposal plants.

Bathing pools are likewise provided with filtered water which is chlorinated. The pools are emptied regularly and the walls and bottom scrubbed with heavy fibre brushes dipped in chemical solutions. When clothes are laundered they must be boiled and hung in the sunlight to dry.

Every bit of food and drinks dispensed in any camp should have passed a proper food inspection. Milk should either be certified or pasteurized under suitable controls. Foods not sealed in packages may be sold, but food handlers who handle food in open packages should have passed a physical test as to their freedom from infectious disease.

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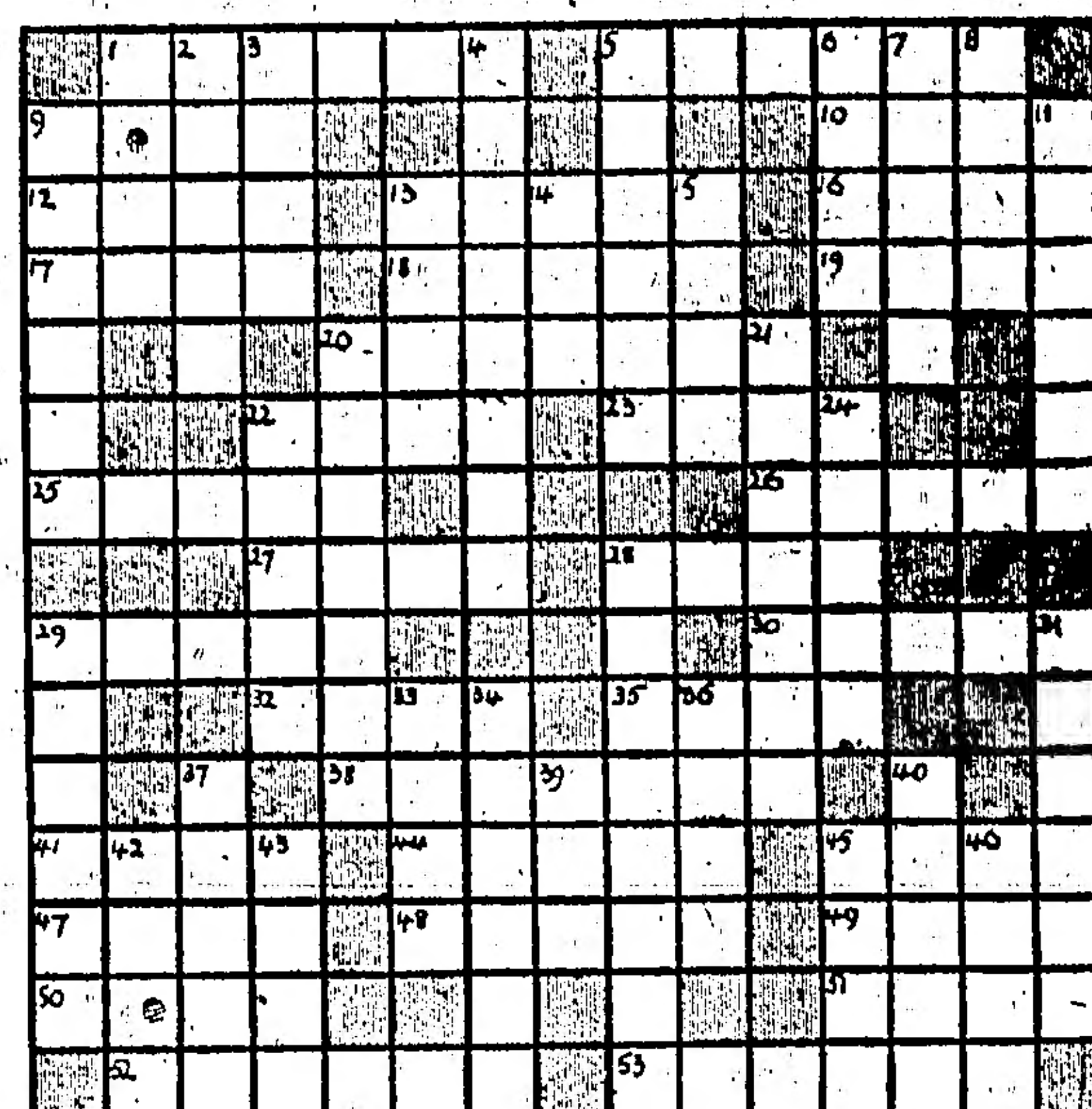
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Expert Masseuse

37, Queen's Road, C 2nd floor



IT'S QUALITY
THAT COUNTS

OUR CROSSWORD PUZZLE.



Across.

- 1 Used in writing.
- 5 Community.
- 9 Fairy.
- 10 Meadows.
- 12 Genuine.
- 13 Residence.
- 16 Opposite to west.
- 17 Otherwise.
- 18 Earls.
- 19 One who mimics.
- 20 Doorkeepers.
- 22 Cat-like animal.
- 23 Sledge.
- 25 Ask.
- 26 Rate.
- 27 Snakes.
- 28 Local position.
- 29 Fleshy.
- 30 Hindu goddess of dawn.
- 32 Eagle.
- 33 God of love.
- 38 Colonist.
- 41 Exclamation.
- 44 A burn.
- 45 Single combat.
- 47 Duty.
- 48 Number.
- 49 Fabulous monster.
- 50 Irish.
- 51 Light cavalry spidier.
- 52 Morose.
- 53 Viscous muds.

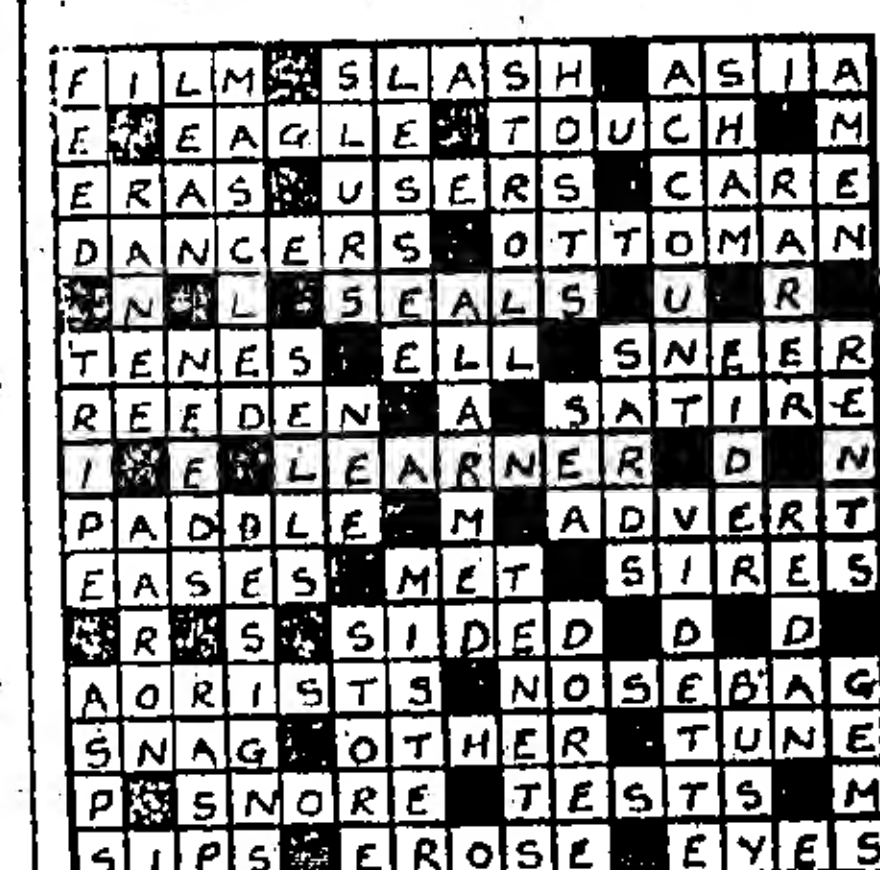
Down.

- 1 Decorticate.
- 2 Obliterate.
- 3 Famous African river.
- 4 Adherents of a political party.
- 5 Military Chaplains.
- 6 An excuse.
- 7 Jumps.
- 8 Comfort.

Summary.

- 11 To straddle.
- 13 Molecule.
- 14 Fragment.
- 15 Nobleman.
- 20 Naval officers.
- 21 Septet.
- 22 Vegetable (plural).
- 24 Lady's gown.
- 28 Spelling-books.
- 29 Narcotic.
- 31 Bismal.
- 33 Birds habitation.
- 34 Drawn on metal.
- 36 Interpret.
- 37 Noosed cord.
- 39 Coal product.
- 40 Hunting horn.
- 42 Prepared fat.
- 43 After part of ship's keel.
- 45 Palm tree.
- 46 Ages.

Yesterday's Puzzle.



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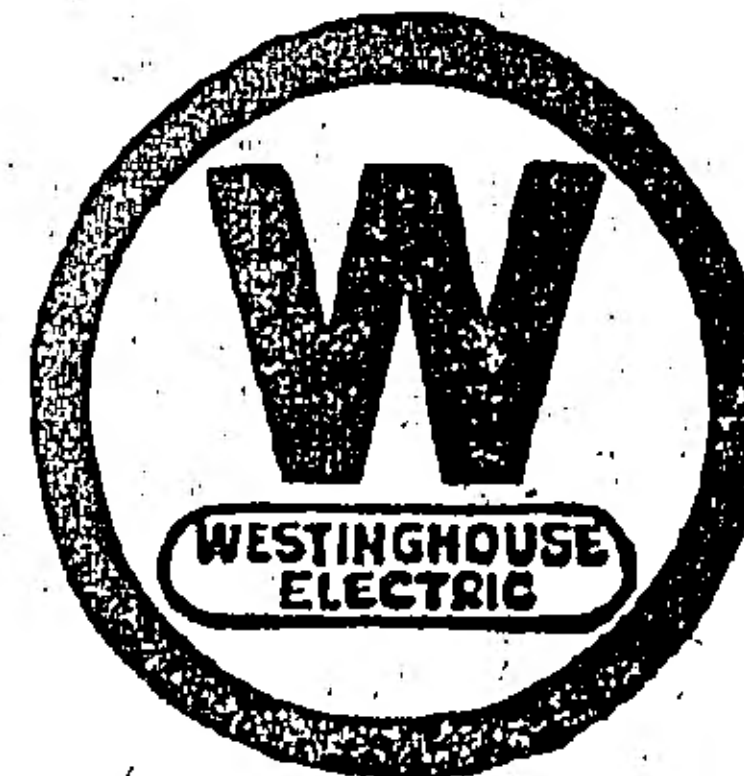
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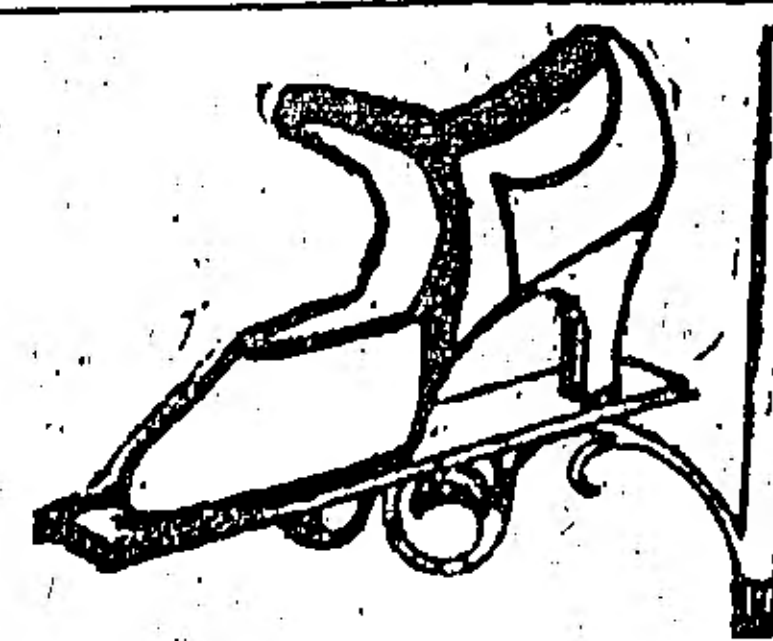


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TIME
FOR

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TRAGEDY HAS
DEALT A GLASSY
BLOW—THE ANGOSTEY
HOME LIES IN RUINS
AFTER AN ALL
NIGHT BLAZE—
NOT A THING
WAS SAVED—UP
TO EARLY MORNING
FRECKLES HAS
NOT BEEN
ACCOUNTED FOR—
NO TRACE OF HIM
HAS BEEN FOUND
AMONG THE
RUINS!!



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GOLD and PRIZE
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"WHITE LABEL"
SCOTCH WHISKY
of great age

IT NEVER VARIES

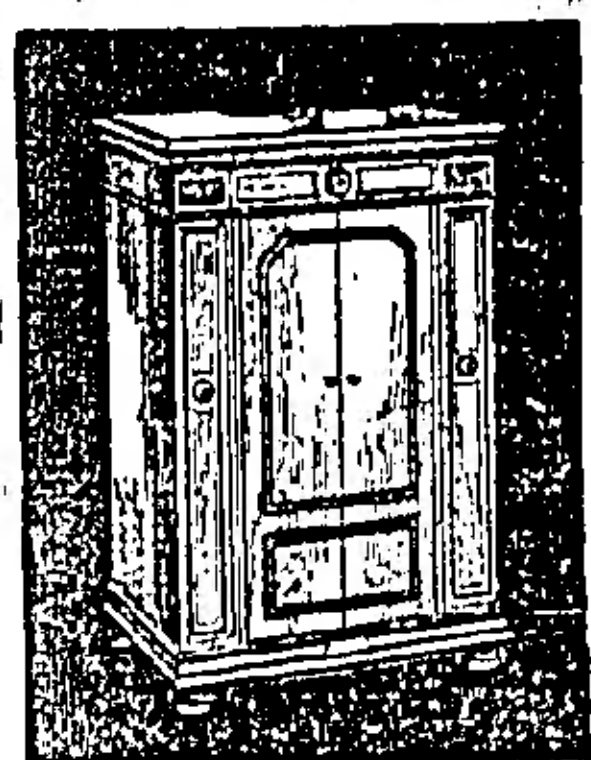
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The New
Orthophonic

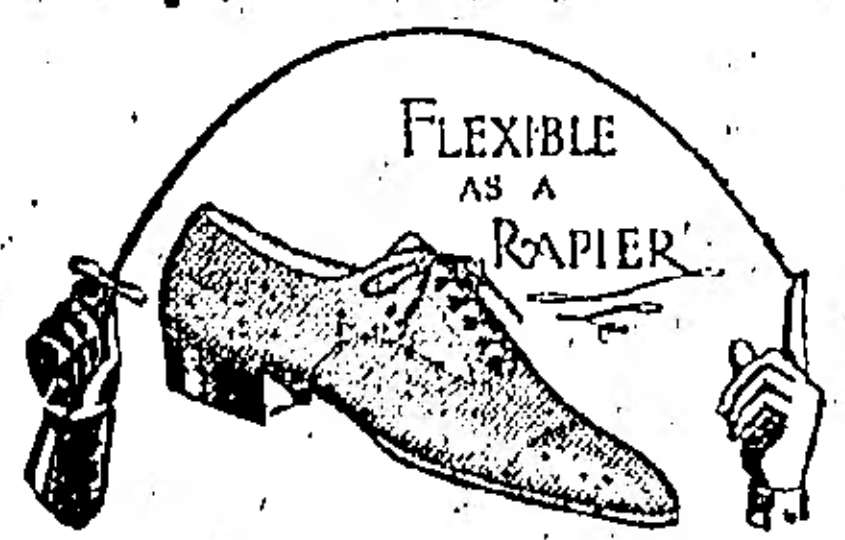


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YET SO FLEXIBLE THAT IT CON-
FORMS TO THE SLIGHTEST MOVE-
MENT—CALL AND EXPERIENCE
THE EASE THEY GIVE.

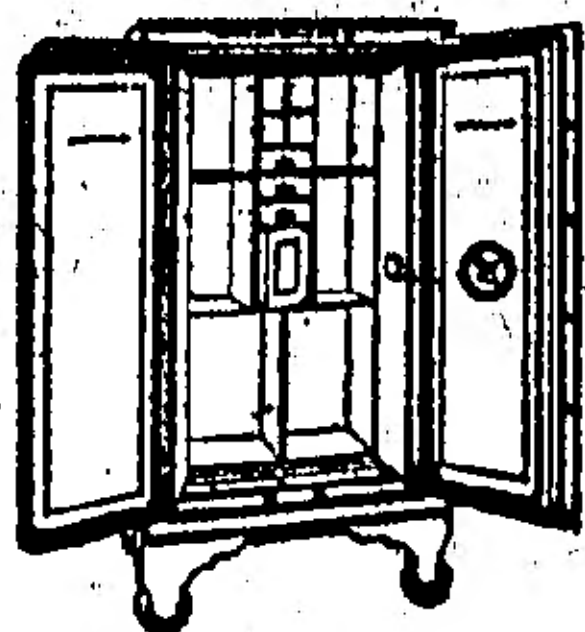


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safes suitable for the re-
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Offices and the Home,
and inspection is cor-
dially invited.

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protection against fire
and burglary.

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Alexandra Buildings,
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DEATHS.

ROZARIO.—At her residence 4, St.
Joseph's Terrace, Petronila
Maria, on Friday, 26th
August, at 7 p.m. Funeral
will pass the Monument to-
day, at 5.30 p.m.

PARKER.—Suddenly in Hong-
kong, on the 25th August,
Broughton Parker, Aged 42.
2nd Engineer, Hongkong Can-
ton & Macao Steamboat Co.
Ltd.

The Hongkong Telegraph.

SATURDAY, AUGUST 27, 1927.

THE "TREATY PORT MIND."

There appears to be growing up,
among foreign residents in Hong-
kong and the Treaty Ports of
China, an anti-Chinese feeling.
Perhaps it is inevitable that, in
face of all that has happened dur-
ing the past two years, there
should be some such re-action
among those against whom the
Chinese have railed so much and
often. Incidents have occurred in
which foreigners have been scandal-
ously treated, and it is possibly
only natural that many foreigners
should entertain a "grouse"
against the perpetrators of those
incidents. Every foreigner would
probably assert that he is a friend
of the Chinese, would like to see
them progress and settle down and
all that sort of thing, yet, in his
everyday attitude, sometimes un-
consciously, he is very antagonis-
tic. What has been termed the
"Treaty Port outlook" is a very
real and dangerous thing, and we
like to warn against it. We are as
sincere as any in our condemna-
tion of all the wrong and futile
happenings of the past, and we
keenly realise the sad absence of
good and honest motives among so
many of those leaders who are
struggling for power in China to-
day. But we would like to pro-
test against the endless "nagging,"
moralising, preaching, and con-
demning indulged in by most
foreigners in the Far East to-day.
It is a cult that is leading Chinese
and foreigners wider apart, and
only prolonging an unfortunate
estrangement.

Perhaps nowhere else in China
is this very negative outlook so
widespread and articulate as it is
in Shanghai. There the people—
and especially some of the news-
paper writers—have allowed the
more recent past to overshadow
their whole outlook towards
China, so to circumscribe their
vision that they cannot see be-
yond the Settlement boundaries or
the horizon of the day. Deprecia-
tive adjectives abound in most re-

ferences to native political move-
ments, and especially against the
Nationalists is this provocative
attitude most apparent. Possibly,
the Nanking, Canton and Hankow
regimes have within them much
that is undesirable, but we ask,
"What possible good can come of
continually telling them that they
are no good at all?" Shanghai
has done little else but condemn
and criticise for months past, and
we often wonder whether Shang-
hai knows what it wants or how
to get it. Some little time ago,
one of the leading writers in
Shanghai was very angry because
a correspondent of the *Manchester
Guardian* dared to accuse Shang-
hai of having the "Treaty Port
outlook," and the Shanghai
publicist almost went so far
(if our memory serves us aright)
as to deny the existence of such
an outlook. We can assure him
that here in Hongkong, where
those who care can take a more or
less detached view of what is
happening in and around Shanghai
and along the Yangtze, there are
many who regret the continual
irritation and pin-pricks which are
administered by Shanghai's lead-
ing foreigners to all Chinese polit-
ical endeavour. That little or
nothing good has been done for
years, nor can be done by "the
bunch of political and military
scoundrels" now in charge of
things, is a typical outlook—and
a very regrettable one. We have
in common with others had to
criticise much in China during the
past year or so, but we have
realised and tried to steer clear of
the danger of getting into an im-
placably critical and hostile
frame of mind. And we suggest
that if many foreigners here and
in Shanghai and in the whole of
the Treaty Ports indulged in a
little serious introspection and
self-examination to-day, they
would have to confess to having
drifted into an attitude of con-
tinuously condemnatory criticism.
There is much danger in that atti-
tude, and we invite a personal and
serious examination of it.

The Indianisation Question.

The matter of the Indianisation
of the Indian Army is bound up
with the gradual Indianisation of
the Government of that portion of
the Empire, which was decided
upon some years ago as part of
the self-government scheme which
came as a reply to the request of
the inhabitants of the country.
The extremists went so far as to
introduce the notorious non-co-
operation agitation, which did so
much harm, stirred up so much
ill-feeling, and threatened to
wreck the constitutional govern-
ment of the land. However, the
Raj, as the Indian Government is
termed, by a policy of great
diplomacy, averted an issue which
agitated all shades had seized
upon for their own ends, and to-
day non-co-operation is largely
discredited, and its fountain-head,
Gandhi, the man who just five
years ago had risen in the es-
timation of his followers to the
position of a Mahatma, or saint, is
little heard of. So, wise control is
succeeding, where either harsh
measures or weak surrender would
have been disastrous. But the
Indianisation of the Services in the
country, whether civil or military,
essentially visualises a certain
amount of British participation.
It is said by the critics of the
plan, the die-hards of the old
school, that the new system is
bringing the administration to a
lower level than hitherto, in the
way of efficiency, chiefly because
the fine type of Briton who was to
be found in the Government ser-
vice is no longer attracted. The
real Sahib, they declare, is grow-
ing rarer. That view is probably
a prejudiced one, yet has its
suggestion of justification. What-
ever the civil administration may
become in time, however, is more
a domestic matter: what is of
greater concern is the Indianisa-
tion of the Army in India, which
involves the granting of uncon-
ditional commissioned rank to
selected Indians after a full course
of training on a par with that
given at Sandhurst to the infantry
officer of the British Army. A
committee has sat and issued a re-
port. Briefly, it was not a par-
ticularly encouraging one, doubting
whether all the higher ranks
should be entirely Indian, and
recommending the retention of a
certain number of British officers.
It is also doubted whether, in just
a few years, a training school can
be established in the country on
an exact par with the English
Sandhurst. It appears that there

DAY BY DAY.

ACCEPT YOUR LIMITATIONS. SEIZE
YOUR OPPORTUNITY. ENJOY THE
GOOD OF THE HOUR. IMPROVE THE
BAD, AND, IF YOU CAN'T, LET IT DROP.
—J. S. Blackie.

An Annamite cook-boy, employed
by Mr. Tremouillet at Pokfulam,
died suddenly last night. The
body was taken to the Mortuary.

A gold bracelet, valued at \$70,
the property of Mrs. A. C. Peter-
sen, was stolen from her residence
at No. 3, King's Park Building,
yesterday.

An amendment has been made in
the regulations governing hawkers
by which Wong Nei Chung Road is
added to the list of roads in which
hawkers' cries are prohibited.

Various articles and money,
amounting in value to \$41.50, are
reported to the police as having
been stolen from the residence of
Mr. Baptista at No. 6 Hart
Avenue.

Apart from the information
that the two parties concerned in
the C.N.C. dispute were still in
touch with each other at Shang-
hai, there were no further devel-
opments in the situation to-day.

A battalion of the Bedford and
Hertfords left Shanghai last Sun-
day by the Blue Funnel transport
Hermes for Weihaiwei for the
purpose of taking a summer holi-
day.

Besides an exciting drama of
railway pioneering called "Whis-
pering Smith," the programme at
the Queen's Theatre to-morrow
will offer an additional attraction
in the latest Felix comedy,
"Felix Kept on Walking," a
picture which will delight all who
enjoy the quaint antics of this
famous "cat."

A would-be suicide, a Chinese,
who said that he was unemployed,
was taken from the harbour into
which he had thrown himself
from the Praya wall at Kennedy
Town yesterday. Questioned, the
man said he had wanted to go to
Singapore but was without the
necessary funds.

To-day sees the final run of
three interesting pictures, namely
"Sandy," at the Queen's Theatre,
with Madge Bellamy as a young
girl who defies convention in her
search for thrills; "Captain
Blood" at the World Theatre with
J. Warren Kerrigan as the hero
of Rafael Sabatini's famous roman-
ce of the Spanish Main; and
"Dance Madness" at the Star
Theatre with Conrad Nagel and
Claire Windsor as the central
figures in a very witty story.

The Health Bulletin of Far East-
ern Ports for last week, issued
yesterday by the Principal Civil
Medical Officer, contains the
following cases: Plague, Bom-
bay 4, Rangoon and Bassein 2 each
and Singapore 1; Cholera, Basrah
99, Calcutta and Shanghai 12
each, Amoy 6, Bombay, and
Negapatam 3 each, Haiphong 2,
and Bangkok, Tourane and Macao
1 each; Small-pox, Bombay and
Bandjermasin 5 each, Negapatam
and Rangoon 2 each, and Bas-
sein, Saigon, and Nagasaki 1
each.

EXCHANGE RATES.

Paris	124
New York	4.60 7/32
Brussels	34.92
Geneva	25.21
Amsterdam	12.13 3/4
Milan	89.35
Berlin	20.43
Stockholm	18.11
Copenhagen	18.15
Oslo	18.71
Vienna	34.49 1/2
Prague	184
Helsingfors	193 1/2
Madrid	22.44 1/2
Lisbon	27.71 1/2
Athens	37.1 3/4
Bucharest	795
Rio	5.27 3/32
Buenos Aires	47 1/2
Bombay	1/5 1/2
Shanghai	2/5 1/2
Hongkong	1/11 1/2
Yokohama	1/11 1/2
Silver (spot and forward)	25 1/2

is a section of Indian politicians
who desire to see the idea hurried
on, while the Government in India
prefers to "hasten slowly." As
cabled yesterday, Sir William Bird-
wood, the head of the army in the
country, and the familiar "Birdie"
of Australasian war memory, has
emphasised the necessity for
efficiency, whatever changes be
made. The matter is one of the
greatest import, involving as it
does the defence of India and the
maintenance of orderly govern-
ment among the many races and
varying creeds. It is as well,
therefore, that the Commander-in-
Chief should sound a note of
warning against too eager altera-
tions at the very commencement
of a delicate transition period.

SOME SOVIET SOUVENIRS.

The Leningrad Museum of the Revolution.

To visit the Museum of the Re-
volution, which is housed in a part
of the former Winter Palace, is to
see one of the most striking of
Leningrad's many historical con-
trasts. A large portion of the
edifice where the Tsars held court
is now given over to preserving the
memories of the men and women
who for the last century and more
struggled with pen and under-
ground printing press, and every
other weapon of force and persua-
sion, to overthrow autocracy and
set up some sort of people's govern-
ment in its place.

Plentifully supplied with pictures
and posters, together with other
more grim relics, the museum is
better suited than any textbook to
give a bird's-eye view of the high
points of the Russian revolutionary
movement. Its very location is
calculated to turn one's thoughts
in reminiscence to the past.

The museum is arranged in
chronological order. One first en-
counters the earliest and most ele-
mental Russian revolutionary
figure, the peasant, crushed
beneath the yoke of an Asiatic serf-
dom far more savage than that
which prevailed in many European
countries before the French Revolu-
tion, the Russian peasants, especial-
ly in the southern and eastern pro-
vinces of European Russia, shook
the very pillars of the Tsarist state
edifice by their revolts in the seven-
teenth and eighteenth centuries.
But these uprisings suffered the
general fate of peasant revolts in
the Middle Ages; they were too
elemental, too unorganized and un-
disciplined to overthrow the central-
ized power of the state. The final
reckoning of the Russian peasant
with his hereditary enemy, the land-
lord, only came in 1917.

One leaves the room with its
memorials of the peasant revolts
and enters the room of the Decab-
rist. There is a strong contrast
between the figure of Pugachev
with matted beard and peasant cos-
tume and the uniformed pictures
of the Decabrist, that group of
young army officials who attempted
to take advantage of the confusion
about the succession to the throne
in 1825 and overthrow the auto-
cracy.

Many of them had been in France
at the time of the Napoleonic Wars
and had brought back to dark Asia-
tic Russia the French revolutionary
ideals of liberty and equality. In
the Decabrist one sees the heralds
of a new revolutionary type; the
idealistic intellectual who rebels
not so much from a sense of per-
sonal grievance as from a moral
conviction that the old regime is
bad and intolerable.

It is this idealistic intelligentsia
that dominates the Russian revolu-

tionary movement during most of
the nineteenth century. An in-
dustrial working class only
began to emerge in Russia
late in the nineteenth cen-
tury, when the street ac-
tivities "Zemlya i Volya" and "Na-
rodnaya Volya," small in numbers
but strong in courage and resource-
fulness, fought the Tsar and his
secret police with every means at
their command. There are, among
many relics, copies of Herzen's
paper, *Kotokol* (The Bell), which
was published abroad and smuggled
into Russia; copies of the paper,
Zemlya i Volya (Land and Liberty),
published by the revolutionists in
the teeth of the Tsarist prohibi-
tions.

There are many pictures of these
revolutionists, and one sees faces
which it is difficult to forget. At
the same time one senses something
of the inevitable failure and trage-
dy of this small group of idealistic
educated people, lacking any effec-
tive connexion with the dark Rus-
sian masses, and vainly beating
against the stone walls of the
autocracy.

With the exhibition for the year
1905 we see at last a popular rev-
olutionary movement. The peasant
has again awakened to revolt; a
map coloured in red shows that the
southern and eastern provinces of
Russia are again covered with a
wave of agrarian disorders. Sta-
tistical diagrams showing the grow-
ing number of workers and strikes;
copies of orders issued by the Tsar-
ist officers to suppress the
workers' uprising in Moscow, and
other similar evidences, testify to
the emergency of a new revolution-
ary figure, the manual worker.

Upstairs are exhibitions of the
March and November revolutions
of 1917. There is a model of the
cruiser Aurora, which sailed up the
Neva from Kronstadt to fire its de-
cisive shots against the Winter
Palace. An interesting feature is
a sort of revolutionary time-table,
giving the precise hours when the
Bolsheviks carried out the various
steps of their seizure of power.

As a sort of epilogue there is a
room devoted to memorials of the
defense of Leningrad against the
counter-revolutionary army of Gen-
eral Judenitch, which approached
within a few miles of the city in
the autumn of 1919. There are
flaming posters, maps, appeals to
the workers to hold the city at any
cost.

The Leningrad Museum of the
Revolution has been successful in
preserving not only the main facts,
but also much of the characteristic
atmosphere of the various phases
of the Russian revolutionary move-
ment.

W. H. C.

PROMINENT INDIANS UNDER ARREST.

FOLLOWING A BANK
FAILURE.

Calcutta, Aug. 26.
Mr. B. K. Lahiri, a member of
the Bengal Legislative Council and
former managing director of the
Bengal Lakshmi cotton mills, and
a director of the Bengal National
Bank, which recently closed its
doors and was compulsorily
liquidated, has been arrested on a
charge arising from transactions
relating to cotton mills.

Mr. B. N. Bannerjee, the man-
aging director of the Bengal
National Bank and a director of
the Lakshmi cotton mills, has sur-
rendered to the police in connexion
with a warrant on a similar
charge.—*Reuter*.

THE RHINELAND ARMIES.

A FRANCO-BRITISH AGREE-
MENT.

Paris, Aug. 26.
The Cabinet Council has de-
liberated a Note from Britain on
the reduction of the Allied armies
in the Rhineland, and at the con-
clusion of the meeting M. Briand
announced that the British and
French Government had virtually
reached an agreement on the sub-
ject.—*Reuter*.

EARTHQUAKE IN CALIFORNIA.

NO DAMAGE SUFFERED.

Santa Barbara, Aug. 26.
Two sharp earthquake shocks
were felt this morning at this
Californian town.

The citizens ran into the streets
in alarm, but there was no damage
suffered.—*Reuter's American Ser-
vice*.

THE PORTUGUESE CABINET.

ARMY OBTAINS ITS
RECONSTRUCTION.

Lisbon, Aug. 26.
The army having expressed a
wish for Ministerial re-constitu-
tion, Senhor Carmona has recon-
structed the Cabinet, which
includes Senhores Passos e Sousa
as Minister of War, who has not
resigned as rumoured, also Beten-
court, Rodriguez for Foreign
Affairs, and Joao Bello for the
Colonies and Marine.

Senhor Passos e Sousa has re-
fused to combine the duties of War
Minister and Vice-President of the
Council, so Senhor Carmona will
combine the latter position, which
is that of the head of the Govern-
ment, with his functions as Presi-
dent of State.—*Reuter*.

GIANT AEROPLANE PLANNED.

TO CARRY ONE HUNDRED
PASSENGERS.

New York, Aug. 26.
The *Harvard* states that a biplane
is being constructed to carry 100
passengers, which will weigh
100,000 pounds, have a length of
100 feet, a wing span of 200 feet,
and a cruising speed of 105 miles
an hour.

Its cabin will have a double
deck, and six airmen will be re-
quired to operate the plane.—
Reuter's American Service.

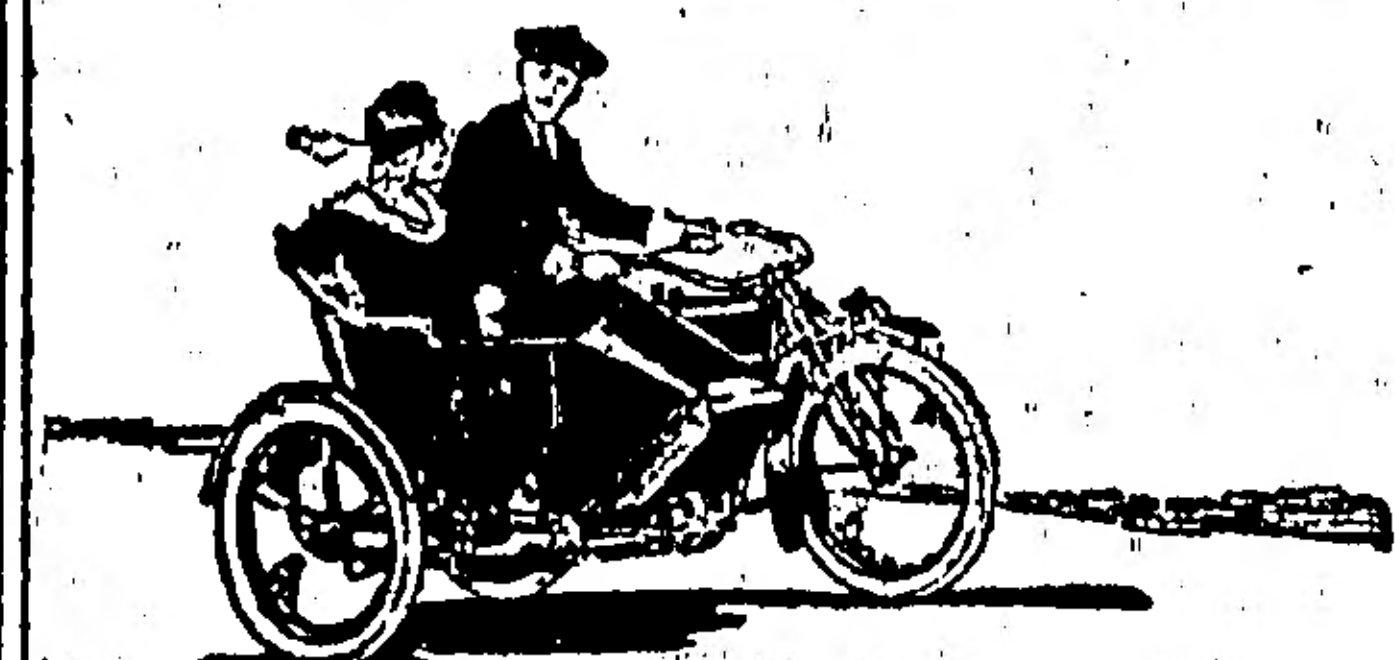
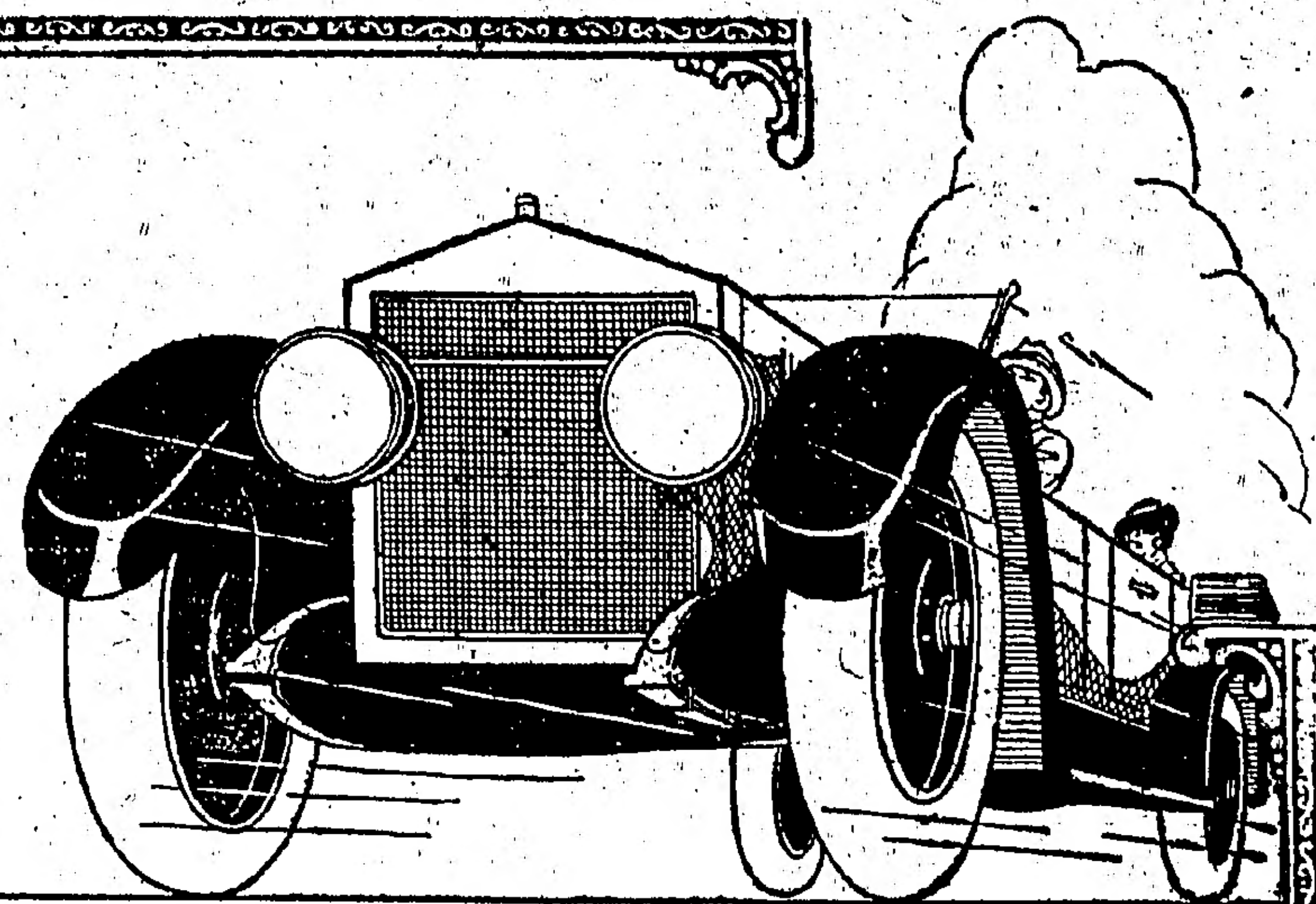
ARGENTINE GOLD EXCHANGE.

STABILISING THE PAPER PESO.

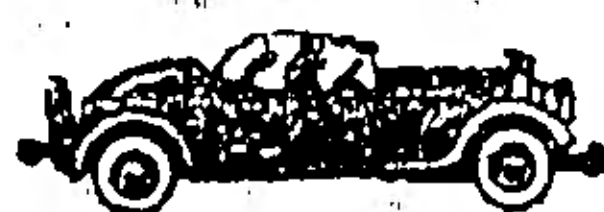
Buenos Aires, Aug. 26.
A Presidential decree reopens
the conversion office for gold
currency, which closed down in
1914.
Thus the paper peso is again
convertible into 44 centavos gold.
—*Reuter's American Service*.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 27th AUGUST, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Motor Taxis.

Dame rumour has been quite busy recently concerning promotion of another taxi-cab company, but although there is no likelihood of taxis appearing as soon as some people assert, we have it on good authority that official application has been made, but that so far, the necessary permission has been withheld. We feel sure that there is a wide demand for such vehicles, and they will doubtless be provided in the future. In the meantime, the authorities appear to be carefully investigating the matter, and we trust that these investigations will not be unduly delayed.

Public Vehicles.

Although the present public hire vehicles, to a certain extent, take the place of the taxis, there is constant complaining on the part of passengers regarding the varying fares charged. There are times when the drivers do hold out for extortionate rates, and the need for a definite scale of rates appears to be clearly established. It has been suggested that taxi-meters should be fixed to all such cars, but we do not think this suggestion quite fair to some of the larger vehicles, which obviously cost more to run than do the smaller cars. It would, however, be possible to draw up a scale of charges covering both four and seven seater cars. Such provision would eliminate the possibility of profiteering, thus earning the appreciation of people who have frequent need of a hired vehicle.

Very Foolish.

The lady driver ascending the Peak the other day, was very foolish to take Magazine Gap on the right of the white line. As it is, the corner is a blind one, and had another vehicle been descending at that particular moment, a serious—possibly fatal accident, would have resulted. Woman's intuition may be mysteriously faithful in some of life's aspects, but we hesitate to place reliance in it when it attempts to see into the immediate future of a blind corner.

Traffic Signalling.

The above paragraph serves to draw attention to the fact that the traffic constables on duty at Magazine Gap do not always think it necessary to direct ricksha traffic. These vehicles frequently cross over the road in order to proceed along the Coombe Road, and although the traffic man can observe approaching motor cars from the opposite direction, the signal is sometimes given them to proceed round the bend at the very moment that rickshas are descending, and on the point of crossing over in the path of the ascending motor vehicles. Rickshas should be directed to the left of the road, and if necessary, compelled to stop until the corner is clear of other traffic.

The Typhoon.

From the motorist's point of view, very little damage was done to the roads as a result of last week-end's wind and rain. The road at Deepwater Bay was covered with sand to a depth of several feet, and a breach in the sea wall made at one place. The obstruction was quickly removed, and the road was available for traffic within a very short time of the sea dashing over it. The Shek-O Road escaped with practically no damage, although it was fully expected that motor traffic would be interrupted at several places. Generally speaking, the Colony's roads are in very good condition, especially from the University right through to the other side of Aberdeen. This particular stretch is about the best argument which could possibly be given in favour of doing a job properly in the first instance. Although the initial outlay may have been heavy, thousands of dollars must have been saved which would otherwise have been expended on frequent repairing. Building a "cheap" road is about the height of extravagance, because, outlay on repairs is an ever recurring expense, while the road itself, is never in a really satisfactory condition.

NOISY MOTORISTS.

Sir W. Joynton-Hicks, the Home Secretary, informed Sir R. Thomas (Lib. Anglesey) in the House of Commons recently that in the first six months of this year there were more than 5,700 prosecutions in the Metropolitan Police District against motorists for not effectively silencing their machines.

Sir R. Thomas: "Is the Home Secretary not aware that these internal screeching motor syrens are causing intense mental anguish to hundreds of patients in our nursing homes in London, even to the extent of causing some of their deaths, and does he not realise it is time for him to take some drastic action?"

The Home Secretary: I do not know what other drastic action I can take than the prosecution of 5,700 in six months.—Ex.

AFTER RECORDS.

Six-wheeled Car.

STEERING FROM REAR.

Rumours are current in British motor-racing circles of a freak car which is being built with the object of shattering all world's standing start records.

Amongst other unusual things, the car is said to have six wheels, and the rear pair are for steering only. The driver is to be in the front pair, while the extras are apparently to help hold the car on to solid earth.

The greatest drawback the designer has yet found is a transmission system that will stand the strain. An ingenious scheme has been evolved; but he is not certain whether it will last for one fast mile.

THE WHEEL.

Six-wheeled motor buses are now running in London, and an engineering company in Czechoslovakia has patented a 12-wheeled motor vehicle.

I wonder did that long-dead apeman bathe. Who felt a round leg turn beneath his heel. And watched it roll away, unaided and wary. Forsooth that he had given us the wheel.

The wheel that ground with greasless hub for ages. Behind the slave's or oxen's plodding heel. The wheel that wrote new words on history's pages. In chariot swoops which made the spearman reel.

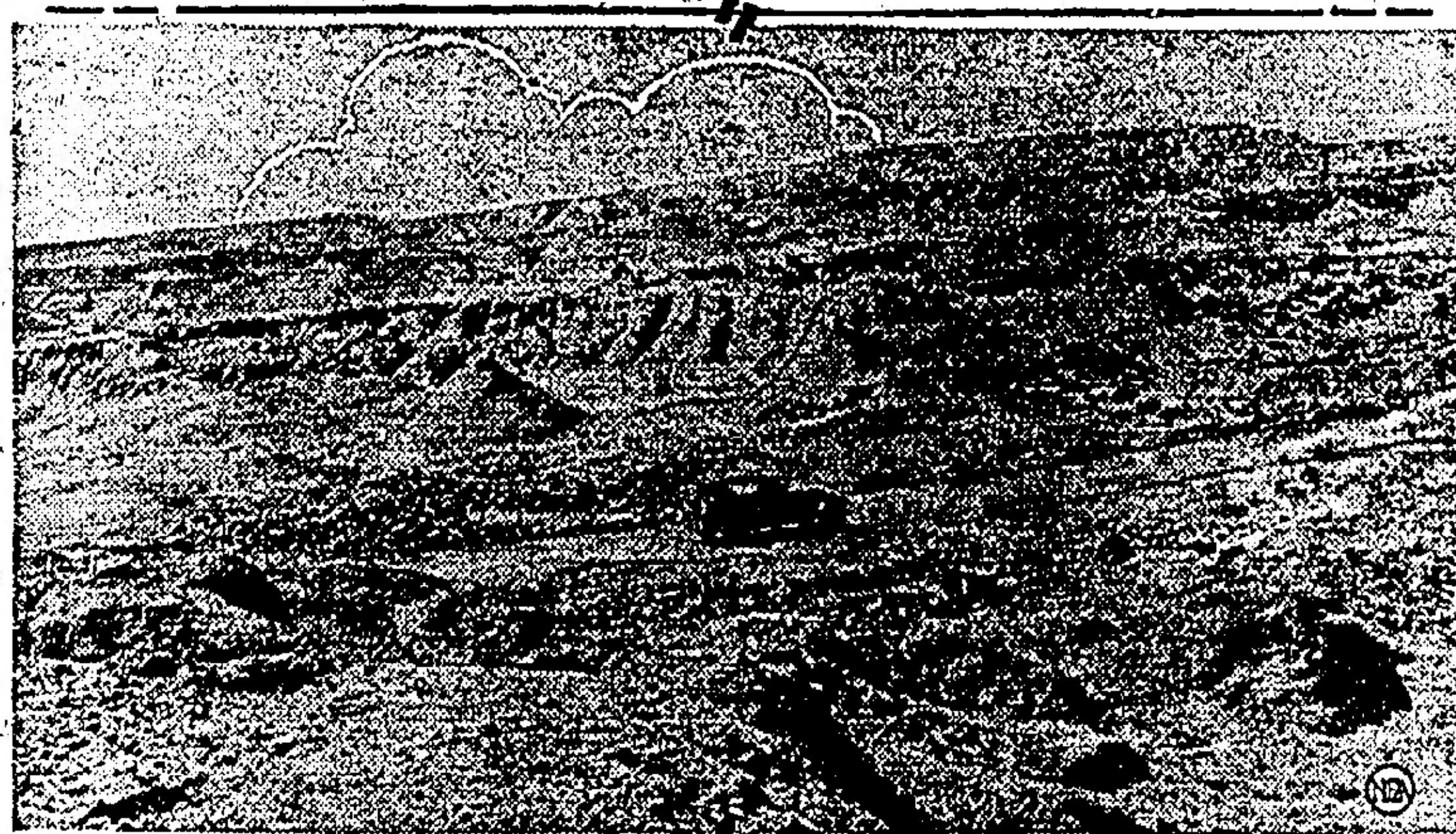
The wheel that gave the first excuse to gamble. When round the Coliseum chariots sped. That bore the tolling ambulance's scramble. O'er pitted roads, beneath a cross of red. That made the coaching days of Marile Enz-laud. And now is heard above the cloud-bank dust.

The "prop" that helps the bird-like man a-wing land. Is just the spinning spokes without the rim. The circles air; the need for rush and fuss still. Grows worse. The world cries "Take me off my feet." And sighs for when the centipede bus will. On fifty wheels, run gaily down the street.

The wheel the bullocky has whipped with cups. When loads of wool were mired and missed the sale. The only thing I can imagine worse is the large, round, graceful contour of a new, thick-treaded, luxurious balloon tyre spreading, with a depressed expression about the base, across the roadway punctured on an unimportant nail. —P. LA TIRE. (Sydney Sun.)

A NINETY MILLION DOLLAR HIGHWAY.

A Tribute to the Popularity of Motor Transport.
(Special to The Hongkong Telegraph.)



Even across the wastes of Wyoming, the Lincoln Highway leads the tourist over well-paved roads on the shortest cut to the west.

Detroit, July 16.—The popular entrance to the west is by way of the Lincoln Highway.

This is the road that thousands on thousands of tourists have been taking each year, from the time it was first opened up as a complete cross-country highway in 1913. Now, brought up to the latest in road construction, it comprises a \$90,000,000 investment for the benefit of tourists who would take the shortest and easiest route to the west.

By this route we get ready access to the Rocky Mountains, the Yellowstone and Yosemite national parks, and avoid the heat of the Mojave Desert besides the late opening and early closing Sierra passes of the northwest.

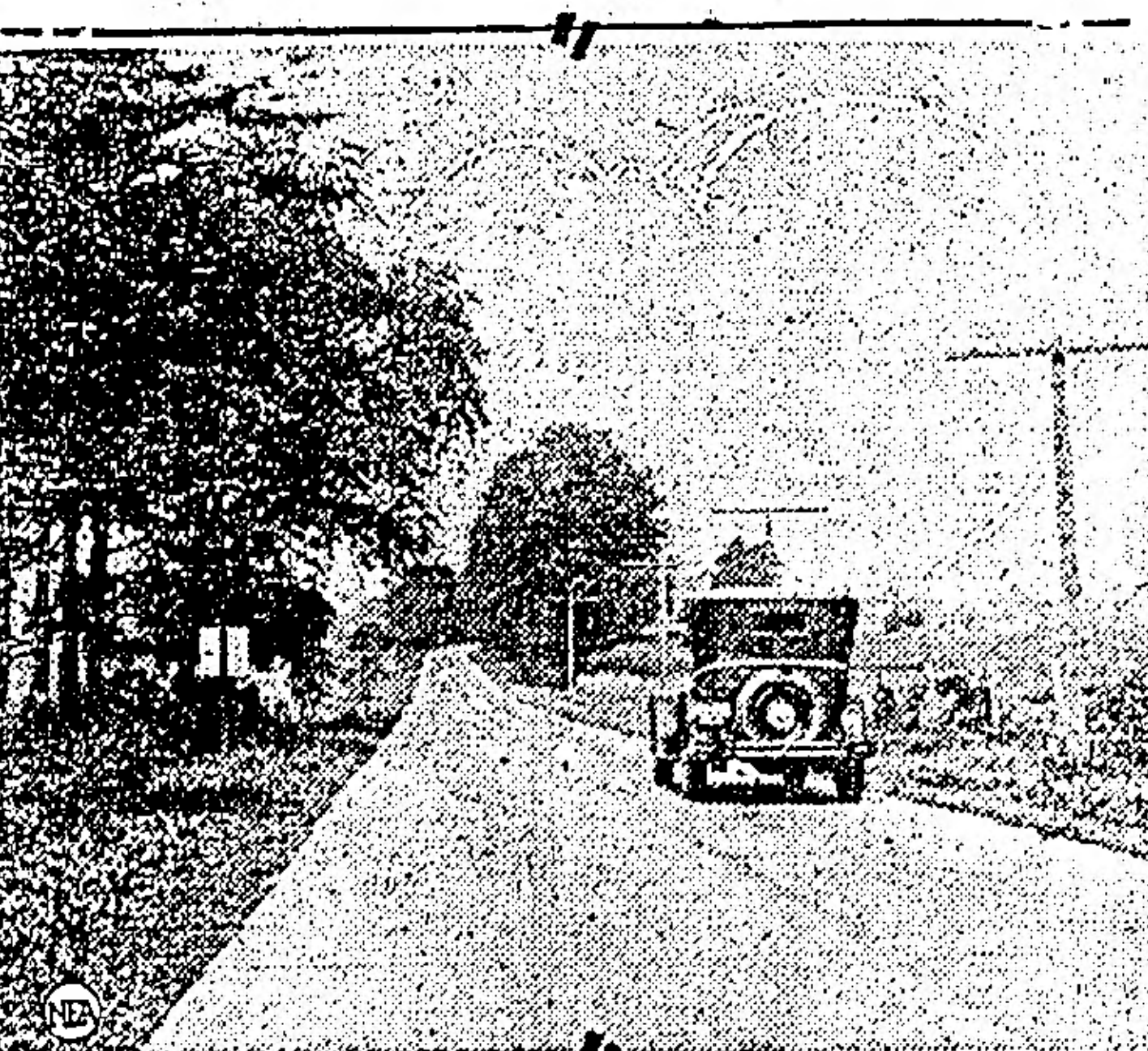
Back in 1903, Tom Fitch stepped into his one-cylinder Packard and, directed by a Union Pacific railroad map and a compass, got to New York along what was to become the Lincoln Highway, in 53 days. A few days ago, L. E. Miller of San Francisco made the same trip on the improved Lincoln Highway in three and one-fourth days.

Short Stretch Unpaved.

This testifies to the quality of this transcontinental road. Only 41 out of its 3331.5 miles from New York to San Francisco are still unpaved. This stretch is in Utah. When the weather is favourable, it can be negotiated as easily as any other part of the highway. But during unfavourable weather, many tourists turn to the Oregon Trail at Granger, avoiding this stretch, and reach the coast at Portland.

At present, in addition to this stretch there's a detour in eastern Iowa, which is also of dirt and impassable when wet. The Lincoln Highway here is under paving construction. The detour begins at Elgin, Ill., over a good road until it strikes Iowa. The entire route is marked.

The rest of the road is wellkept and easy of negotiation. Most of the eastern part of the Lincoln Highway, as far as Chicago and a little beyond, consists of concrete, macadam and brick, wide and comfortable for travel. Farther west gravel road is struck, this is mostly graded and almost as good for touring as the concrete of the east.



Typical of the eastern part of the Lincoln Highway is the concrete outside of Geneva, Ill.

Millions Spent on It.

Last year, the various states and the federal government spent \$17,000,000 on the Lincoln Highway, more than \$15,000,000 of it being for new construction. The result is that more than 98 per cent. of the highway is improved.

The highway leaves New York across New Jersey to Philadelphia, where it turns westward to Pittsburgh, a total distance of 377 miles. From Pittsburgh it cuts across Ohio, through Canton, Mansfield and Van Wert and goes on to South Bend, Ind.

Here a good concrete road takes its part in the Lincoln Highway around the south bend of Lake Michigan and on to Clinton, Iowa. It is the last part of this stretch that must be detoured over rather poor road, which should not be attempted in wet weather.

There are two more dirt detours past Clinton, Ia., on the way to Council Bluffs, but these are short and the rest of the way is good concrete or gravel. The dirt road is well graded and dragged, and dries quickly after a rain.

Gravel in West.

The route now goes on through Nebraska, past Omaha and on to Cheyenne, Wyo., mostly on well graded gravel. The Wyoming stretch is good, smooth and dry, and the rest of the way on to Salt Lake City is good gravel.

From Salt Lake City, the road goes on to Ely, Nev., and includes the only unpaved section between Orr's Ranch and the Good-year section. The Good-year section crosses the Great Salt Lake Desert for a distance of 17 miles, is well graded and dragged, and makes a comfortable journey to Ely.

Fallon, Nev., 266 miles farther, offers a choice of road, either by way of Lake Tahoe to Sacramento, or by the longer northerly route through Reno, past Donner Lake and Truckee, Calif., also to Sacramento. The shorter route, however, is the better for travel and brings the motorist into one of the most beautiful regions of the west.

The rest of the way to San Francisco is well paved over a clear stretch of 119 miles.

ROADS FREED OF GLASS.

The Detroit Automobile Club is saving quite a few punctures for Detroit's motorists. The club's "glass patrol" gathers broken glass off the streets after accidents. In three months the patrol figures it has picked up four tons of glass.

KEEP LIGHTS ON.

The Minnesota state supreme court has just decided that parking without lights at night renders the owner liable if injury results from a collision. By this ruling, the driver of a car running into a truck without warning light on it, recovered damages.

FREE AUTO INSURANCE.

Purchasers of one type of automobile in America get free accident insurance policies. This is in addition to a loss-of-use policy paying an owner \$5 a day for every day the owner is deprived of the car in case of theft.

GOOD NEWS

WE HAVE PLEASURE IN ANNOUNCING THAT THE 1298 HARLEY-DAVIDSON MOTOR CYCLES ARE DUE HERE ON SEPTEMBER 26th., SO WHY GET A 1927 MODEL WHEN YOU CAN SECURE A 1928 NEXT MONTH?

Many Improvements.

For further details telephone K. 1242.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Lubricating Guesses Steal Engine Power.

Have you ever said, "Motors are so perfect nowadays that it doesn't matter much what oil I use!"

Or, "I drain off the old oil every thousand miles so I'm protected even if I don't use Mobiloil."

These are lubricating guesses. And they are wrong.

It is true that motorcar engines are better in design construction and materials than they were five years ago.

But—high speeds are more common. In some cars the pistons travel up and down twice as fast as they did in the 1922 models.

That means twice as many chances for dangerous friction—twice as much possible wear to prevent—twice as much need for correct lubrication.

You cannot afford to guess when it comes to lubrication.

Your oil must be correct in body to fit the needs of your engine. The quality cannot be too high. And frequent draining must be a part of the programme in scientific and economical lubrication.

Mobiloil users have had too much experience with Mobiloil to risk guess work lubrication with ordinary oils.



VACUUM OIL CO.

For Any Need Or Any Road

WHEREVER the need is felt for a thoroughly serviceable all purpose *Light car* there you will find the Austin Seven. No other car in the world can do the same job for so little an outlay. Every time you turn your head you see an Austin Seven. They have replaced many big cars—but no big cars have replaced them.

The Austin Seven is the only car in Hong-kong that has a resale in 1 hour's notice. Whether new or three years old. When you buy an Austin 7 you buy an automobile, not a toy.

JOIN THE RANKS OF AUSTIN ENTHUSIASTS TO-DAY, by paying the few dollars which bring one of these famous little machines to your door. Balance to suit YOU. What could be fairer? Stocks carried. Terms to suit.

ALEX. ROSS & Co. (China), Ltd.
Prince's Building. 2 floor.—Ice House St. Entrance.

THE MOTOR UNION

INSURANCE CO. LTD.
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Announcing New Arrivals

of
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MOTOR CYCLES

Model S27 2.93 h.p. O.H.V.

Model L27 3.49 h.p. O.H.V.

Model B27 2.49 h.p. De Lux

Our economical handling cost, complete stock of spare parts, and efficient service ensure complete satisfaction to every B.S.A. rider.

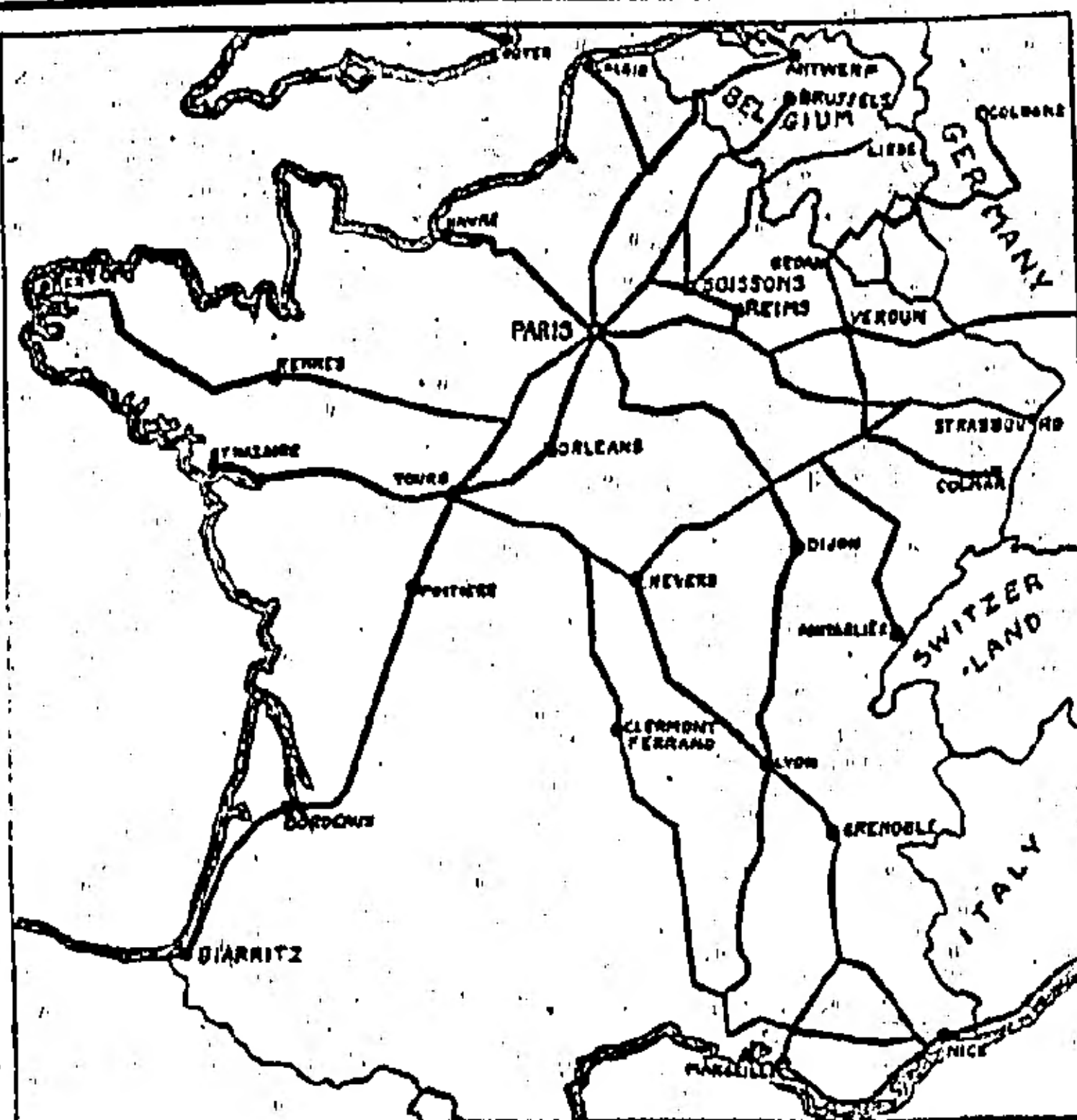
Lead the way on a B.S.A.

Sole Agents:

THE SINCERE CO., LTD.

TOURING MADE EASY.

Shipping Companies Assist Motorists.



Map shows roads of France that will take many motorists over the battle areas and to the famous resorts.

New York, July 23rd.—When a tourist goes abroad this year, and henceforth, he may take his automobile along as he does his handbags.

That is one big reason why thousands of Americans have been touring Europe in their own machines, enjoying the wayside scenes that had not been revealed to them otherwise.

Another reason is the little attention they have to pay to their cars or to the many and intricate arrangements that have to be made for touring in England, France and the other continental countries. The great shipping concerns are doing that now.

The International Mercantile Marine Company, for instance, goes to the extent of taking the car from the tourist at the dock and delivering it abroad, not only as it was brought to the American pier, but with all the necessary papers, licenses and other "passes" required of foreigners touring Europe. In addition, the company, as well as others, furnishes its tourist passengers with road maps and other touring information of the countries they expect to visit.

An entire itinerary of travel may be arranged for tourists by the shipping concern.

It is this ease of European travel that may entice many an American motorist to the Paris convention in September, with his car as part of his "personal baggage." But even if he doesn't have his car with him, he will be interested in French highways when he takes any of the various buses that will traverse the familiar battle fields.

For those who do take their autos with them, their cares are over when they leave the cars at the New York docks. Here each car is drained of its oil and gasoline and loaded into the hold of the liner, without crating, just as is the passenger's personal baggage.

While passenger and car are sailing over the Atlantic, the company agents in England or France are making arrangements for their reception there. On arrival, the tourist is greeted with an international driver's pass, which permits him through all continental countries.

Customs Bond Demanded.

There is also a "carnet de passage" which represents the duty imposed on the car if it is kept in any country over a year, and for which a bond covering this duty has to be furnished by the passenger. The money is returned on arrival in the United States.

For France, also, tourists get a "laissez passer" for which a tax of 10 francs a day is required.

AUXILIARY MOTORS.

A Novel Sailing Yacht.

A very unusual installation has recently been completed on the Thames in a 46ft. yacht. The engine, an Allis Craig 4 cylinder 20-24 h.p. overhead valve unit made by the Allis Craig Motor Co., of Strand-on-the-Green, Chiswick, London, has been installed in the boat with the aft end of the engine facing forward, the tail shaft being so placed that it runs back underneath the engine, which drives it by means of a silent chain and reduction gear. By this means it has been possible to fit a motor of the required power into the limited space available, amounting to an area of only 4ft. x 1ft. 6in. The fact that it has proved entirely satisfactory shows how wonderfully adaptable the Allis Craig engine is to the most exacting conditions, a fact which accounts for their world-wide popularity among yachtsmen.

Driving in France is pleasant, distances are short and there's a congenial welcome in every village. The shipping company arranges even for that, for it takes out a membership in the Royal Automobile Club for English touring, and for aid in continental driving as well.

Even the car's insurance is prepared ahead by the shipper, and if the route is through England, the channel tickets for passengers and car are bought in the same way.

With the latest map, including lists of hostels, points of interest and other helpful information, the tourist abroad is almost at home.



Unrated, cars are hoisted into the holds of ocean liners.

Needn't Run Out of Gas.

There are "gas" stations all over France, as well as other countries, although not so abundant as here. There the fuel is called "essence," and in England it is called "petrol." Both are a little higher in cost than the gas here.

Automobile storage is cheap for overnight stops, so that the automobile itself costs little more than it would if used in this country.

At the same time, the roads that connect the battlefields of France and Belgium are in good shape.

The return is as easy as going. The only consideration is leaving by a port where the ocean liner docks, so that the auto may be hoisted directly on shipboard.

FLOATING GARAGE.

Liner's Car Deck.

ENCOURAGING TOURISTS.

Garage space for 60 cars. That is the latest convenience on that floating hotel, the Ile de France, which the French Line Steamship Company has just put on the Atlantic run from Cherbourg to New York.

Two other liners of the same fleet each can carry 50 cars in their holds.

All this is for the convenience of American tourists visiting France who wish to take their cars with them and see Europe as well.

Special holds have been designed as garages. Each car is lashed to four columns, so that it cannot run wild in rough weather.

That the practice is appreciated by American tourists is proved by the fact that the 150 shipped in 1926 had grown to 700 last year, and is expected to be at least 1,500 this year.

CHEMISTS' WORK.

Assists Motor Trade.

Chemists of the United States will tell the motoring world how really important they are in the making of automobiles, when they convene at Detroit on September 6. It will be the 74th meeting of the American Chemical Society, and will be devoted entirely to chemistry's contributions to automotive transportation.

That it is an immense contribution is brought out by the statement of Eric M. Billings of Rochester, N. Y., secretary of the society's industrial division.

"The automobile," he says, "employs immense amounts of some materials, including 14 per cent. of the country's production of iron and steel, 25 per cent. of aluminum, 85 per cent. of rubber, 50 per cent. of plate glass, 63 per cent. of leather and 80 per cent. of gasoline."

Yet these, all important chemical products, are but a few of the many materials that go into the modern motor car, Mr. Billings points out adding:—

"Large amounts of acids, alkalis, fluxes, resins, cyanide, bone, celluloid, glue, graphite, grinding wheels, lime, pumice stone, cork, asbestos, felt, hair, jute, cotton and pulp products are among a large number of other materials that are also utilized."

"Chemistry and its allied sciences have made large contributions to the production of most of these materials, and many of them are manufactured by the strictly chemical industries."

COPPER AUTO BODY.

An all-copper auto body, hammered and unpainted, is the work of a New Zealand coppersmith. The unique body includes fenders, radiator, head lamps, disc wheels and bumpers.



IF CLOTHES MAKE THE MAN

Then style makes the motorcycle. We have the best styled motorcycles; they have power, speed and class.

As a small peace-offering we will give the buyer of any of the following motorcycles the choice of an All Insurance Policy or a Speedometer fitted to his mount. In addition, we make a specially favourable price for cash.

This offer is for 30 days only, whether for cash or hire purchase plus 90 days free service on his mount.

It will pay you to buy now.

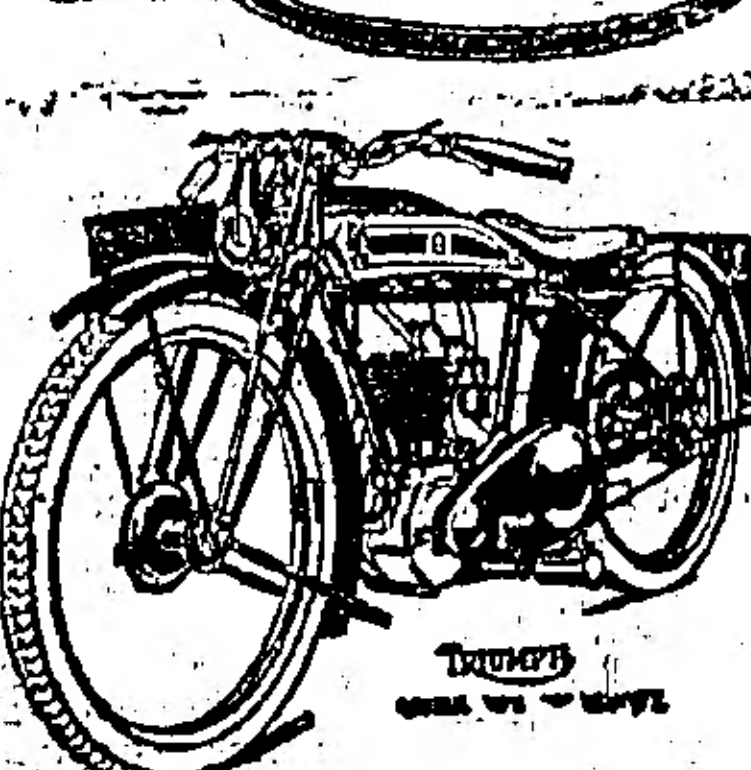
FRANCIS BARNETT

Model 4 £36.10.0.
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Model 9 45.0.0.

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Model H1 £116.10.0.
Model H3 65.0.0.
Model H5 61.10.0.
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N. Standard £55.0.0.
N. De Luxe 60.0.0.
T.T. 83.0.0.
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INDIAN



Indian Prince G. \$265
Indian Scout 330
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DOUGLAS

Douglas EW. £59.0.0.

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerable!

We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building. 2nd Floor.
Ice House Street Entrance.

CHECKING BOUNCE.

Shock Absorber's Job.

Modern tendency in spring design is to make the springs longer and more flexible, and while this gives smoother riding, the springs are considerably weaker, the upthrow of the car after hitting a bump is greatly magnified. How to combine flexibility of the springs with a minimum of upthrow is the problem.

This is achieved by combining with the springs a good shock absorber to control this rebound.

Car manufacturers recognise this need by providing holes in the frame for fitting shock absorbers, while many cars are factory equipped.

Australia has produced the Storey shock absorber, acting only on the rebound and designed to control this action. A constant tension on the belt of about 150lb. effectively holds the car body down, and full damping action is provided by means of friction surfaces, the degree of friction being capable of adjustment.

The Storey is standard equipment on Buick and Chevrolet special models, and is reported to stand well up to its work.

Give your high gear some exercise on the hills by using SOCONY the gasoline that brings the mountains down to the motorist



SOCONY
Gasoline and Motor Oil

STANDARD OIL CO. OF NEW YORK, 26 Broadway

CARE AFTER TOURING.

The Car's General Needs.

(By Israel Klein.)

After the vacation, the automobile needs attention.

Usually it has been driven hard, for hundreds and even thousands of miles, with only the care during the entire trip that is essential to its running smoothly.

As a result, after a long run, the car's joints squeak, the springs are dry and dust-covered, bearings are loose and the entire chassis needs tightening.

What the car needs is a general tightening up and re-lubrication. Bolts get loose after a shaking on the road, although not as much nowadays as in former years when the roads were more bumpy. Nevertheless, the wrench should be

applied to all nuts, to keep the car from shaking apart. Before tightening the spring clips, it would be advisable to clean the spring leaves and then inject new graphite between them. Kerosene or gasoline should be used for the cleaning process, but this should be dried off before the graphite is applied.

Then the spring clips may be tightened.

Most often the transmission and differential require renewal of heavy oil or grease. The old oil should be drained out and new oil injected.

The case should not be cleaned with gasoline or kerosene, for these oils would be hard to get out completely after the cleaning and what remains of either would cut the grease and render it less efficient.

The gear case should be half filled with the heavy oil or grease. In summer, grease is the lubricant used. For winter, it should be a heavy oil, because grease might freeze too quickly.

The rear transmission is important, especially after a long run in summer. The grease is thinned out so that it seeps through the loosened housing, and even through the axle tubes or brakes and on to the wheels.

The entire rear axle and brake mechanism in this event needs not only tightening, but cleaning, before the new grease is put in. The brake bands get oil soaked and slip, if the packing has become loose.

The remedy might entail new packing to prevent further leaks, but generally cleaning of the brake bands and tightening of the housing will cure this.

The kind of oil or grease used in the rear end depends on the type of car. The instructions of the manufacturer should be followed in this case, as in all others for that matter.

Usually, however, heavy oil is placed in the rear axle housing. A steam cylinder oil, and perhaps an addition of medium grease, make a good combination.

344,483 BANDED MOTORISTS.

"A.A." WORLD RECORD.

\$678,000 a Year Spent for Members.

(By H. Massac Buist, in the Observer.)

No less than \$678,000 was spent by the Automobile Association last year in the service of its members, a sum of money \$120,000 in excess of the subscriptions received in that period. Such was the remarkable situation revealed by Mr. Charles McWhirter, when presiding, for the first occasion, at the twenty-second annual general meeting of the Association last Wednesday, on which day the membership registered 344,483, being an increase of 40,126 in the financial year ended in April last. The "A. A." is by far the largest motoring organisation in the world.

During the past year the "A. A." Road Service organisation has covered 20,000,000 miles; 12,000 road signs have been erected in the British Isles, bringing the total up to 65,000; over 400,000 home routes have been issued to members amounting for 164,000,000 road miles; more than 187,000 members received road-side assistance during the Easter Holidays alone; the membership in Ireland has been nearly doubled; the progress in Scotland is in proportion; the petition presented to Parliament against the raid on the Road Fund was signed by no fewer than 360,000 road users, and Carnet facilities have been extended by the addition of Austria, Germany, the Irish Free State, and Norway.

Thanks to excellent arrangements made by the Spanish Government, members can now have "A. A." trip-tickets for Spanish tours.

Sir William Joynton-Ricks said that he was hopeful there would be found a *via media* between the retention of a twenty-mile-all-hour speed limit and the abolition of anything in the nature of a speed limit. He added that in all his Parliamentary experience he had never seen a petition presented so effectively as that of the Automobile Association, in which connexion

he thought he saw the hand of Major Stenson Cooke, the secretary.

The "A. A." Opposite Number.

The Automobile Association of America, with headquarters at Washington, has issued a very interesting map of the United States showing the motor vehicle distribution in various States, together with the gross and average per car tax returned in each. This shows that the State authorities alone collected the huge total of 475,895,583 dollars in the form of registration fees, drivers' licenses, and petrol taxes. These figures do not include any of the taxes, such as the excise tax of \$8,920,180 dollars collected by the Federal Government, nor the property tax assessed by the various authorities and estimated at 110,000,000 dollars. This total of 674,805,763 dollars shows that the American motor-car owner pays a huge proportion of the Government revenue in the lightly taxed, vastly wealthy United States. Were the property taxes, which are levied on assets of factories, distributors, sales agencies, repair shops, and other businesses, such as the tyre industry, and the proportion of the metal-working, glass, leather, and paint industry, and scores of others dependent on the motor industry, as well as the income tax paid by the individuals and corporations on wages and profits made as a result of the motor trade, added to the above total, the sum of the revenue realised would be amazing.

This bears out the theory that the motor vehicle contributes materially to the prosperity and welfare of a state rather than tends to reduce it. Certainly it tends to simplify the collection of revenue, as it is agreed in almost every country that it is easier to tax the motor trade than almost any other industry. This fact has been so universally

OLDSMOBILE 6-CYLINDER MOTOR CARS.

110-1/2-inch wheelbase—30 x 5.25 Ballon Tyres—six 2-1/2-inch x 4-1/4-inch cylinders—19.84 horsepower (R.A.C. Rating)—L-head engine—crankcase ventilation (dual air cleaning and oil filter)—only 3 to 4 oil changes a year—four-wheel brakes—harmonic balancer—two-way cooling—three-way pressure lubrication—honed cylinders—high velocity, hot section manifold—double valve springs—silent timing chain—full automatic spark—thermostatic charging control—balloon geared steering—double offset, low gravity frame—easy shift transmission—twin-beam headlights, controlled from steering wheel—Duco finish beauty of line—and many other features of demonstrated worth. This entirely new Model Oldsmobile will be available in the following types:

Series E Model 30 5-seater Standard Touring
Series E Model 30 5-seater De Luxe Touring
Series E Model 30 5-seater Standard Coach
Series E Model 30 5-seater Standard Sedan
Series E Model 30 5-seater De Luxe Sedan

The first shipment of the Touring Cars due to arrive in August has been sold. Of the second shipment of six due in September, three have already been sold. Orders will be filled strictly in rotation.

THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 3-1/2-inch—stroke 4-1/2-inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 3-1/2-inch—stroke 4-3/4-inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

Series 115 Model 20 5-seater 2-door Sedan
Series 115 Model 24 4-seater Sport Roadster
Series 115 Model 25 5-seater Sport Touring
Series 115 Model 27 5-seater 4-door Sedan
Series 115 Model 28 4-seater Coupe
Series 120 Model 40 5-seater 2-door Sedan
Series 120 Model 47 5-seater 4-door Sedan
Series 128 Model 49 7-seater Touring
Series 128 Model 50 7-seater Sedan
Series 128 Model 50L 7-seater Limousine Sedan
Series 128 Model 54 4-seater Sport Roadster
Series 128 Model 55 5-seater Sport Touring

Vibrationless beyond belief—that is the outstanding fact about the Greatest Buick Ever Built. Here, at last, is transportation in which you forget the vehicle and experience only the delight of smooth effortless travel. All models have four-wheel brakes—Ballon Tyres—controllable beam headlights, with control switch on top of steering wheel—air cleaner—oil filter—fuel strainer—crankcase vacuum ventilator—automatic windshield wiper—jack—high pressure grease gun—tool kit—tyre pump—transmission lock—cowl or windshield ventilator—rear vision mirror—indirectly lighted instrument panel—as well as numerous other valuable and distinctive features. Of our first shipment of six of these 1928 Buicks, due to arrive in September, three have already been sold. Orders will necessarily have to be filled strictly in rotation.

G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

2-ton Model T-50—6-cylinder:

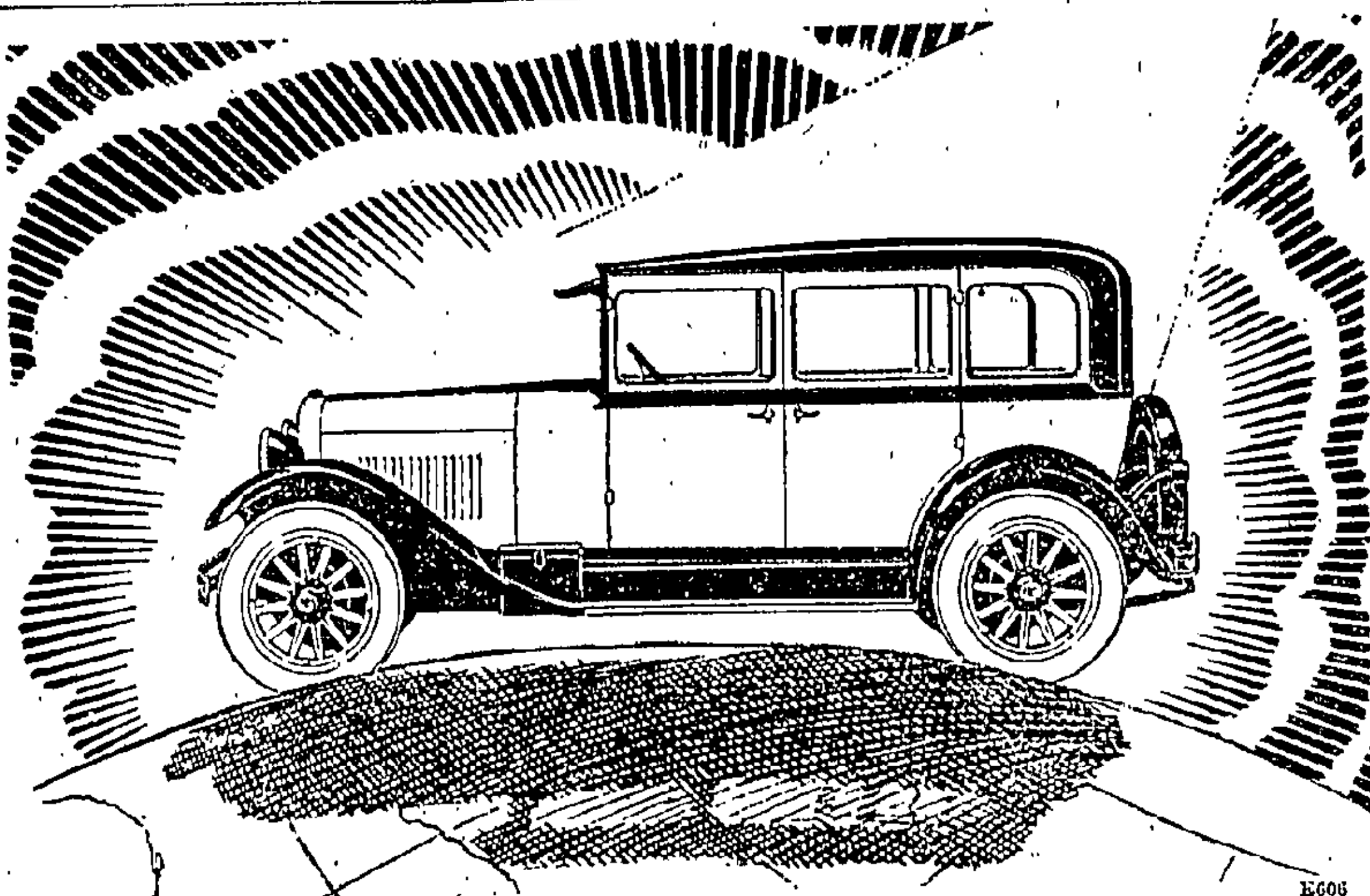
136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2 1/2 to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.



THE ERSKINE SIX

is winning the world

MAIL wonder motorists on five continents are discussing this extraordinary Erskine Six Deluxe Sedan—Studebaker's new 2 1/2 litre car. It has established new standards of light car performance! It has established new standards of automobile value!

Sport car performance in this comfortable five-passenger sedan because of a lively, powerful six-cylinder engine. Sixty smooth miles per hour, if you wish. Eager energy that will whip

up from 5 to 25 miles per hour in 8 1/2 seconds, or race up an 11% grade in top gear! Tests show petrol economy of 25-35 miles per Imperial gallon.

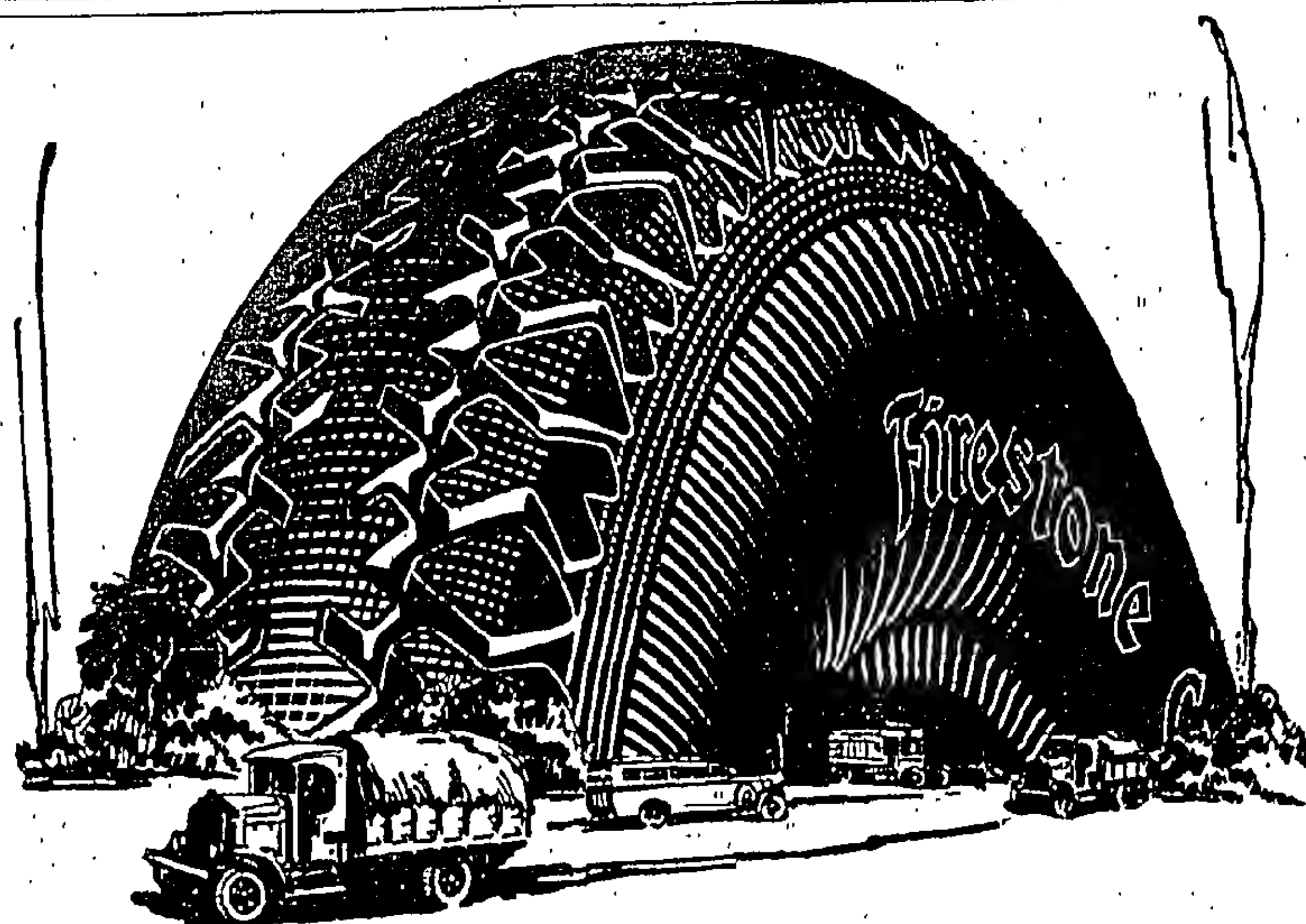
Safety as never before in a small car. Low-slung all-steel body. Four-wheel braking pulls this car up instantly, safely, even on wet or slippery roads. Full vision for the driver because of narrow windscreen pillars of steel.

You must see the Erskine Six to appreciate it.

HONGKONG HOTEL GARAGE

25, Queen's Road Central

ERSKINE SIX
Studebaker's New
2 1/2 Litre Car



Powerfully Built for Heavy Cargoes.

Powerfully built and reinforced at all points of strain, Firestone Heavy Duty Gum-Dipped Pneumatics insure longer mileage and fast dependable schedules for lorries and buses. Gum-Dipping, the Firestone extra process builds maximum cushioning and tensile strength into the tyre by insulating every strand of every cord with rubber. This minimizes internal friction and heat—assuring longer life for the tyre and greater economy for the buyer.

Made within the Empire, this heavy-duty Firestone is a tyre of utmost care in construction.

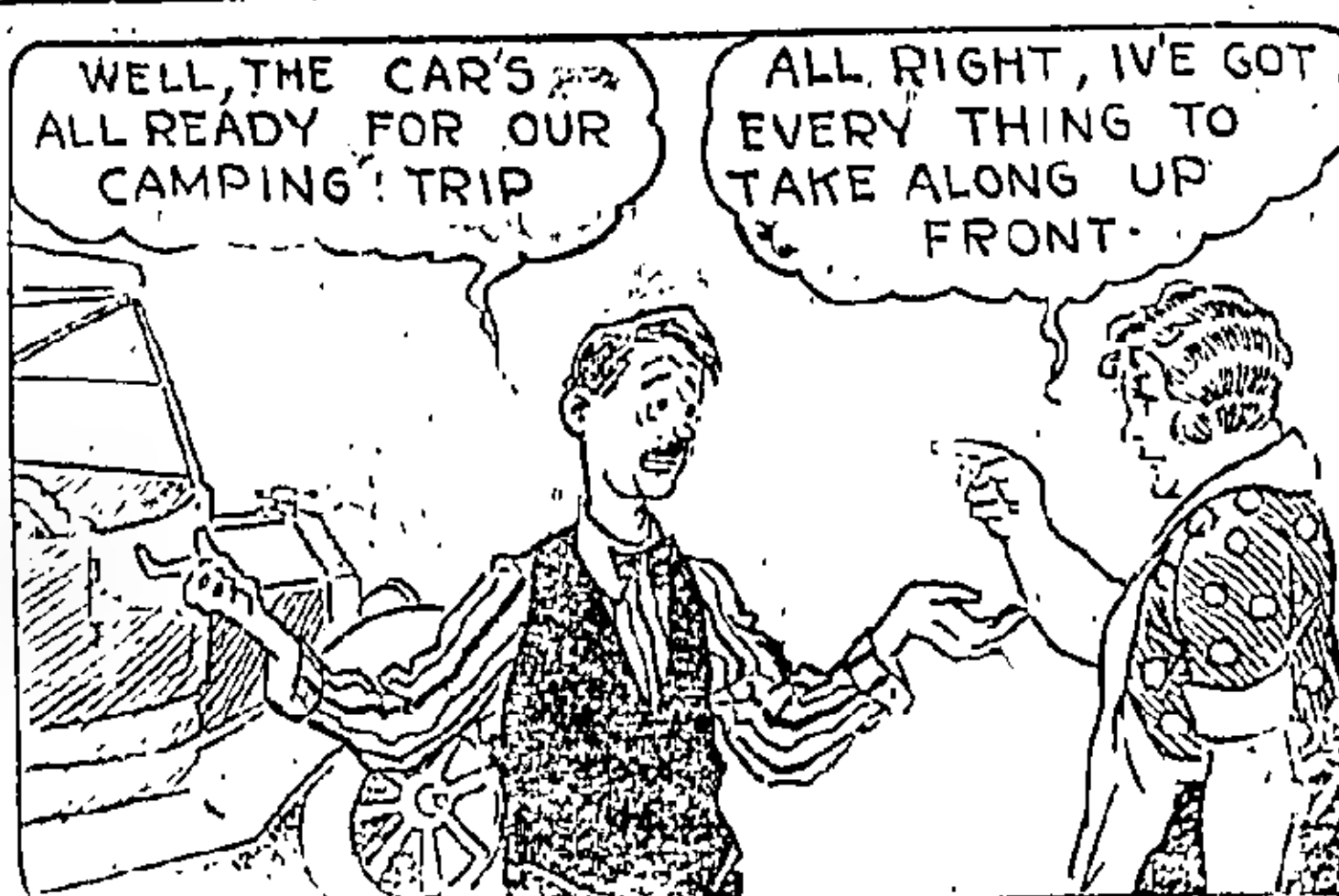


Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



LIGHTS CAN'T GO OUT.

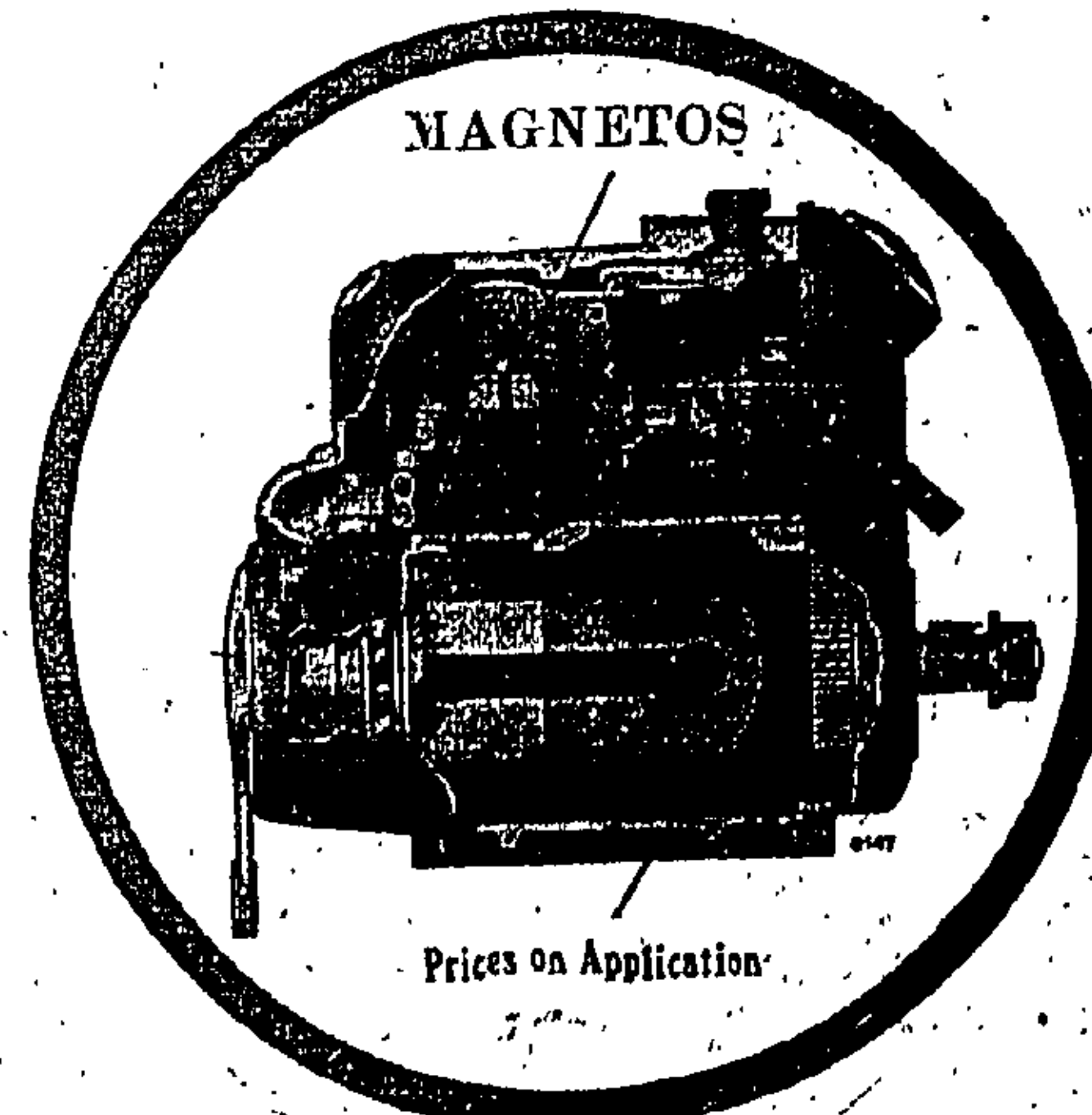
Beginning September 1, Sacramento, Calif., plans to bar from the state highways all vehicles with magneto-operated headlights without the use of battery.

MANY WEAK EYES.

Since January 1, 15 per cent. of the 24,000 applicants for automobile driver's licenses in Trenton, New Jersey, U. S. A., have been found to have defective eyesight.

SCINTILLA

MAGNETOS



Prices on Application

THE HONGKONG HOTEL GARAGE.

Queen's Road, C

Telephone C 4759.

SHILLING-IN-THE-SLOT PETROL PUMPS.

An All-night Service.

In view of the suggestion at home that has been made to the effect that garages should be brought into line with shops and be compelled to close at 8 p.m. every day, considerable interest centres on the automatic shilling-in-the-slot petrol pumps which are now being developed, and from which petrol could be obtained at any time. Were the suggestion put into effect, motorists would be hampered considerably, and unless they regularly took measures to fill up just before

the closing hour—a course which the average man would most likely overlook—many would be stranded for want of fuel; in fact, unless a car be provided with an unusually large petrol tank, long runs lasting well into the night would not be so practicable as they are now. The automatic petrol pump is an excellent system which would completely overcome the difficulties which might arise in this direction, and it is so arranged that by the insertion of a shilling in the slot the pump can be operated and a required amount of petrol obtained.

The Motor has recently received details of the Brecknell attachment with which ordinary attended petrol pumps can be converted into the automatic type. This is produced by Messrs. Brecknell, Munro

and Rogers, Ltd., of Bristol, and the device comprises a mechanical unit housed in a cast-iron box measuring 9 in. by 11½ in. by 5 in. deep. It is at present designed especially for use with the Bowser single-gallon type of pump, but it can readily be modified for use with the Wayne, Gilbert and Barker and Milwaukee types, while shortly a model for use on the majority of well-known pumps of the visible container type, will be marketed.

The Brecknell automatic petrol seller is affixed to the front of the pump, and in effect serves to limit the travel of the pump-operating spindle so that delivery of one shilling's worth of petrol per coin inserted is assured. Particular attention has been given to make it impossible to defraud the pump; the attachment incorporates a special selecting mechanism by which coins inserted in the slot are automatically tested with precision, and if rejected by any of the nine tests which are applied, are returned immediately to the customer by means of the cup on the front of the pump cover. Accepted coins, however, form a distance piece within the mechanism, so that when the handle is turned a trip lever bearing on the top of a cam is moved clear of a stop which unlocks the control gearwheel and allows the user to rotate the operating handle to obtain the required petrol.

A ratchet mechanism also ensures that the user cannot ease back the handle and so rob the pump in that way. The arrangement is also so designed that in the event of the handle not being in the correct position when the coin is inserted, the shilling is automatically returned to the customer. The amount of fuel delivered can readily be altered by the owner by means of an adjustment provided, so that one shilling's worth per coin inserted is obtained according to the price per gallon. A pump fitted with the Brecknell automatic petrol seller can readily be used in the ordinary way a clutch forming a means by which it can be coupled up or disconnected very quickly. The price of the outfit complete is £14 10s.

The method of operation is clearly set out on a large instruction plate, which should be illuminated at night and mounted just above the pump operating lever, so that no motorist should find any difficulty whatever in using these automatic pumps.

The Brecknell device is very well designed and thought out. An interesting feature is the provision of a simple fibre slip clutch in the handle whereby sufficient power is transmitted from a customer's hand to the pump mechanism to raise the correct amount of petrol, but in the event of undue force being used in order to obtain more than the correct amount of petrol, the clutch slips and prevents damage to the pump.

It can be fitted to the existing pump without defacing it at all; the gallon-by-gallon recording dial is obscured, but another, corresponding, is arranged on the front of the Brecknell casing. This dial does not, of course, register the shilling-by-shilling sales.

Already a large number of automatic petrol sellers have been installed in filling stations and garages.

SIXTH FOR ROADS.

One sixth of the entire public budget, or \$1,500,000,000, was spent during the fiscal year ended June, 1926, for the upkeep and building of roads and highways in the United States.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

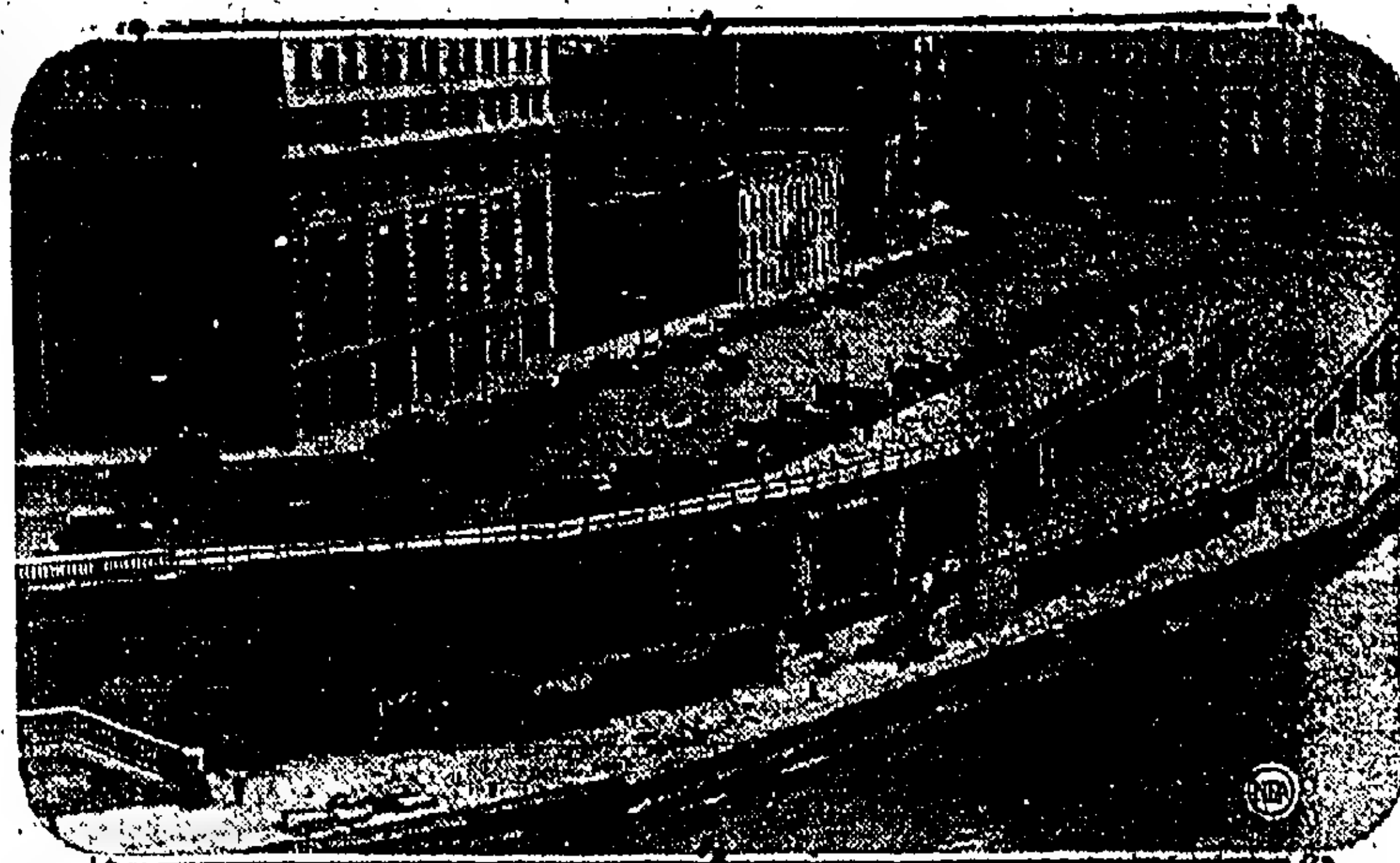
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- Reliable Drivers Supplied
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REV. G. E. S. UPSDELL
Hon. Secretary,

P. O. Box 116.

DOUBLE-DECK MOTOR THOROUGHFARE.



Wacker Drive in Chicago pioneers in the movement for speeding up traffic with double-deck streets.

Chicago, July 23rd.—Creeping paralysis, commonly known as traffic congestion, will get a run for its money in a few communities at least.

St. Louis and New York are both planning to relieve bound-up traffic by the construction of elevated streets.

Chicago already has a double-decked street in service. This is Wacker Drive which is three-quarters of a mile in length. The fourteen-lane roadway holds out hope for traffic relief as travel over it is quick and comfortable.

St. Louis engineers and officials are preparing to submit a bond issue next year for the construction of a three-mile two layer driveway.

The upper level of the boulevard will be used for passenger automobiles and the lower level for trucks.

In addition an elevated plaza for parking 6,000 cars will be built. The entire project will involve the condemnation of 40 blocks of downtown business property. However, the completion of the project will bring about a saving of several million dollars yearly, say St. Louis business men.

New York will have a long elevated express highway when present plans are consummated. This roadway will extend from West Seventy-second street along the Hudson River to Canal street.

At thirty miles an hour, to be permitted by city officials, cars will be able to traverse the length of

the elevated thoroughfare in ten minutes or less, considerably better than the elevated trains or subway service.

It is planned to elevate the highway to 20 feet, assuring ample clearance for street traffic. The 65 foot width will provide six wide traffic lanes, three in either direction. This will give a traffic capacity of at least 5,000 cars hourly.

With traffic in New York increasing rapidly, city engineers believe that this super-street will be of untold value and worth far more than its cost.

New York residents are purchasing automobiles at the rate of 30,000 a month—seven miles of cars. Consequently this and other traffic relief projects are receiving a great deal of attention.

ARROL-JOHNSTON.

A Notable British Motor Trial.

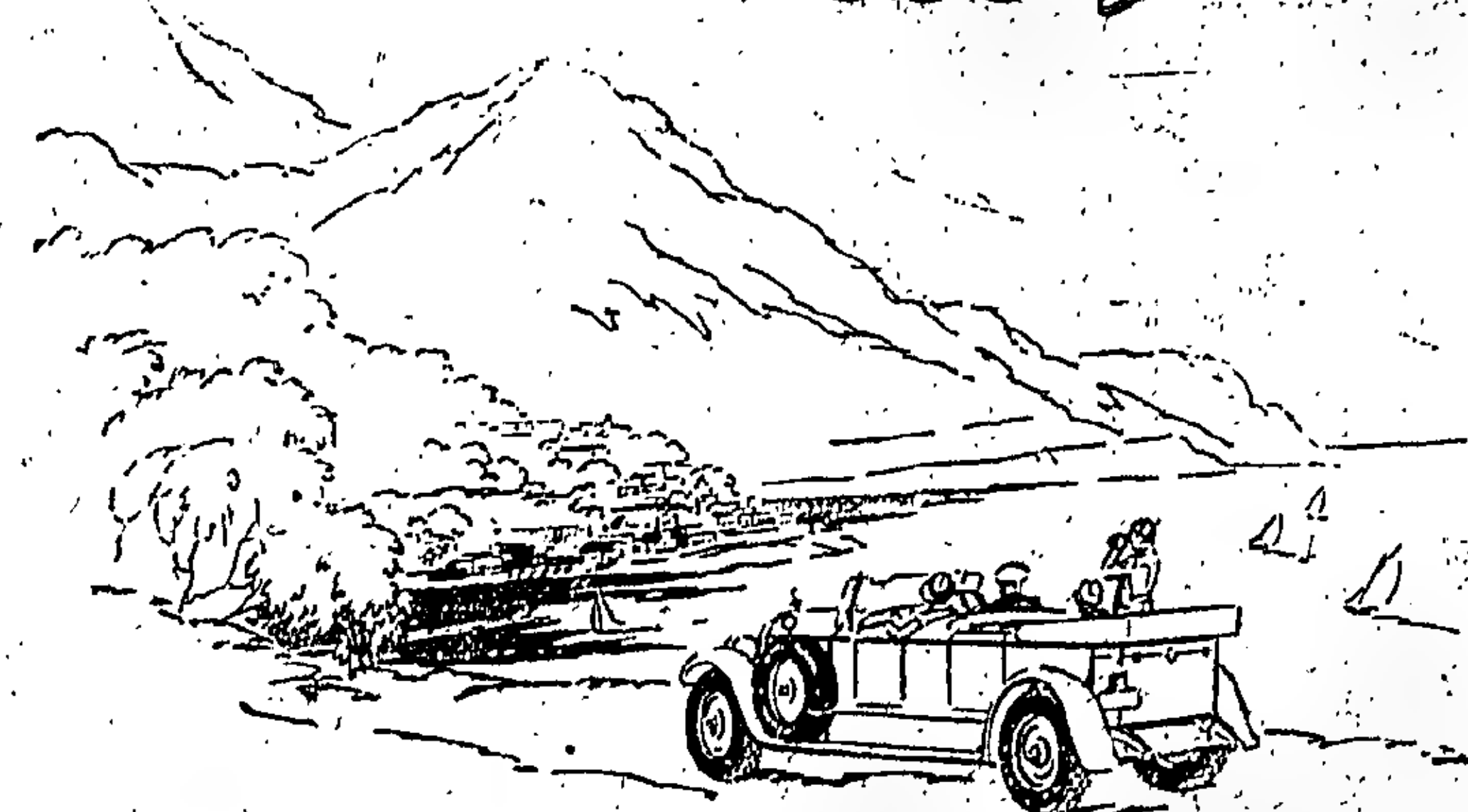
In no other country is the trend of car design so greatly influenced by non-professional trials as in Great Britain. The "educational" value of such trials is enormous. Just as hunting and racing finds ample justification in the effects of these two sports on horse-breeding, so do the amateur trials which constitute what is practically a social "season" for British motorists enable them to continually improve their cars. America and France and many other countries have their speed tests, and road tests too, but they lack that delightfully informal atmosphere which is characteristic of British motor events. The London to Exeter, London to Edinburgh, and London to Land's End Trials are watched with the greatest care by all classes of car owners and prospective owners, as an account of the recent London to Land's End trial shows. On the Saturday night before Easter 147 cars of all makes lined up ready for the great run of 317 miles to Land's End. Some of the worst hills in England are on this course—Porlock, Beggar's Roost, Lynmouth and Blue Hills Mine are all waiting to take their toll. The car that comes through this test successfully certainly reflects great credit on its driver and makers. In this connexion many Colonials will be interested in the performance of the 12 h.p. Galloway, the younger brother of the well-known Arrol-Johnston.

It will be remembered that some time back the Arrol-Johnston made a very successful trip across the famous, or, as might be said, the notorious Coorong of Australia. Although the London to Land's End is not such a terrific test as that made in the Coorong, it provides a very searching examination for a small car like the Galloway. Two Galloways were entered by private owners and scored notable successes. One of the cars won a gold medal—the highest award—and the other won a silver medal. The main reason for these successes is undoubtedly the remarkable sturdiness which is characteristic of Arrol-Johnston productions. These plucky Galloways are splendid examples of real strength built into a small car. This strength, coupled with the unusually silent O. H. V. engine, makes the car a very attractive proposition to those people who require a machine which will give them constant service. Our English correspondent writes that the crowd which lined the slopes was not slow in showing its appreciation of the splendid way in which the drivers of these sturdy Galloways managed their machines on the very tricky surfaces. "In view of the favourable comment with which their performance was hailed, I shall," he writes, "expect to see several more of these cars in the London to Land's End in 1928."



With unfailing regularity year in and year out Goodyear Tyres are delivering a better quality of tyre service to more people than any other make.

GOODYEAR

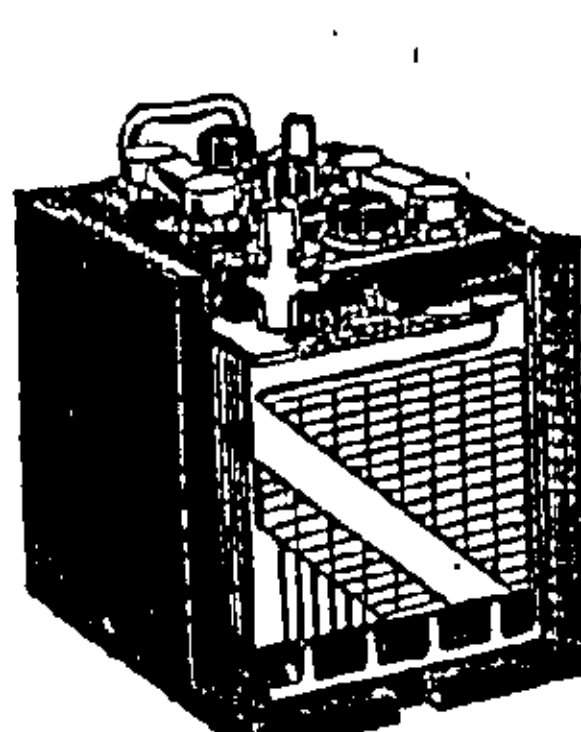


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15	80	61 RHK	DO	41X31X 6 1/2	\$30	4
15	85	A-613 JF	DO	DO	\$35	1
15	100	A-611 SH	RUBBER	41X31X 6 1/2	\$50	1
15	112	A-615 JF	DO	101X61X 9 1/2	\$40	3
15	130	A-615 SH	DO	101X61X 9 1/2	\$60	3
15	135	A-615 SH	WOOD	111X71X 9 1/2	\$70	OAC
15	160	615 JKH-2	RUBBER	131X71X 9 1/2	\$80	6
15	160	A-127 SH	DO	131X71X 9 1/2	\$80	7
15	160	A-127 SH	WOOD	131X71X 9 1/2	\$85	M/C
15	160	1211 AHS	DO	171X51X 10 1/2	\$75	12
15	160	1211 SHK	DO	171X51X 9 1/2	\$95	12



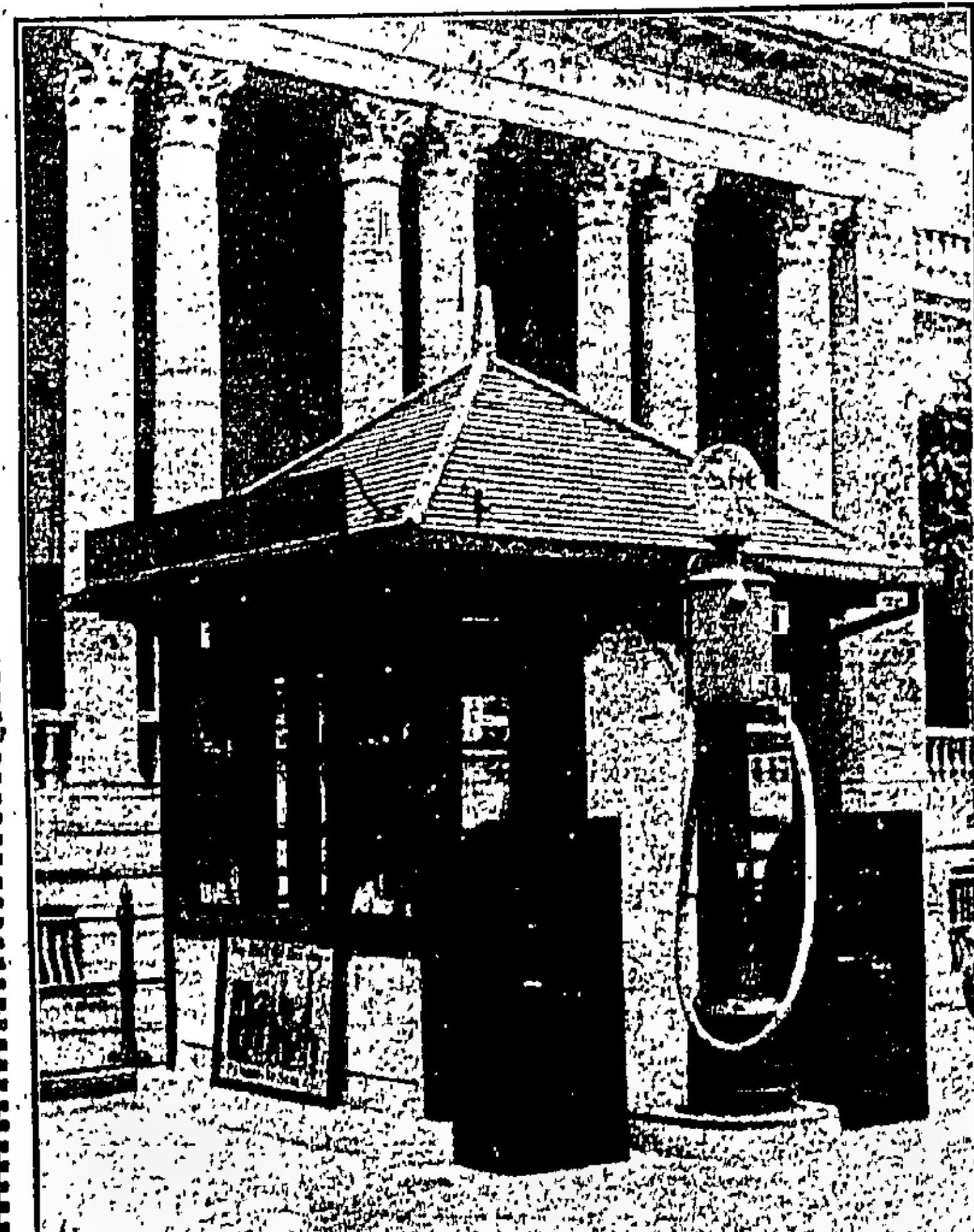
- GROUP No
- 1 Studebaker Light & Std. Sixes, Goimar, &c.
 - 2 Studebaker Big & Spec. Sixes, Chrysler, &c.
 - 3 Case, Cole, Cunningham, Oldsmobile, &c.
 - 4 Buick Std. Chevrolet, Ford, &c.
 - 5 Buick M., Chandler, Hudson, Oakland, &c.
 - 6 Hupmobile, Packard, 8. Wills Knight, &c.
 - 7 Dodge, Gardner, 8. Graham Bros Truck, &c.
 - 12 Locomobile, Mack Truck, Rolls & White, Cad Special Cadillac Battery.
- Cyc Motor Cycle Battery—Harley, Indian, &c.
M/C MORRIS replacement Battery.

Prest-O-Lite

HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS, LTD.)
25, Queen's Road Central Tel. Central 4759.

MOTOR SPIRIT SHELL MOTOR OILS

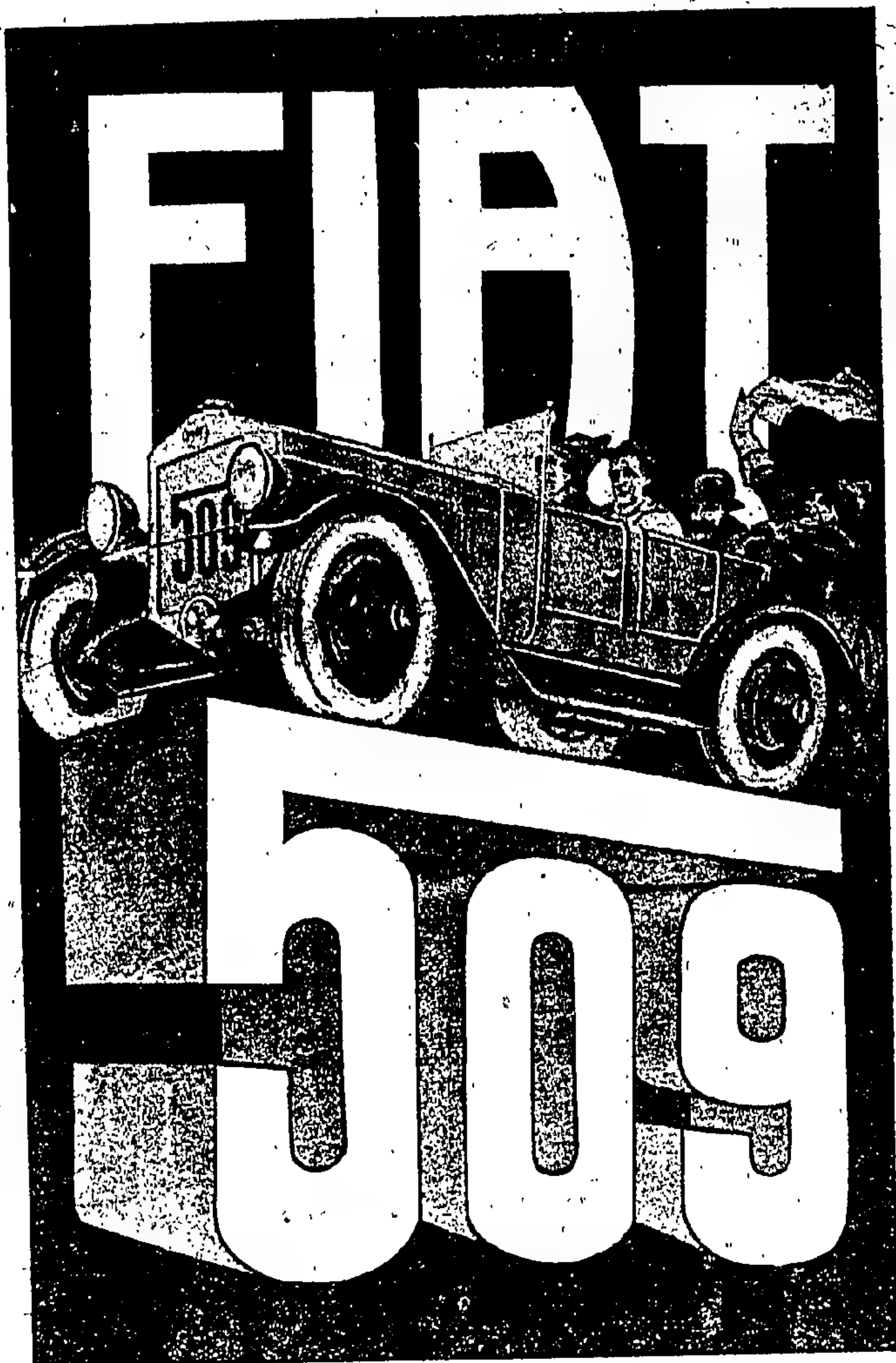
FREE AIR ——— FREE WATER



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

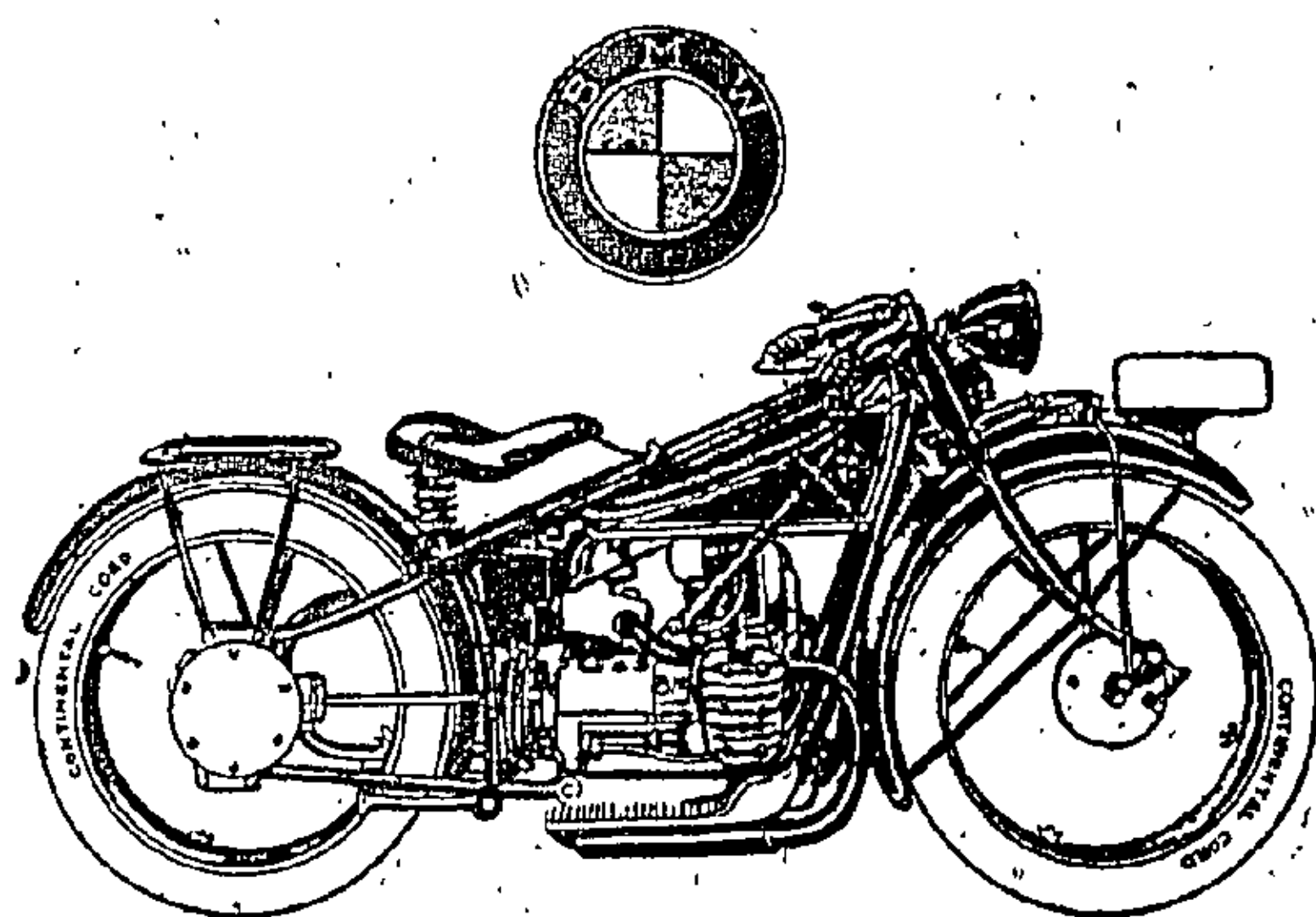
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Must Be Your Motto.



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WHICH WON THE ITALIAN TARGA-FLORID RACE, 1927



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In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

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A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
Rims suitable for normal or balloon tyres.
All gearing effectively enclosed in oil-tight casings.
The universally recognised advantages of shaft-drive.
Bosch head and rear lights—Speedometer—Horn.
All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

REDUCED PRICE H.K. \$830.00

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First Floor, Asiatic Building.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

REMOVING VAPOURS FROM THE CRANKCASE.

Last autumn, in an article entitled "Crankcase Ventilation," attention was called to one of the new model engines, which was equipped with arrangements for maintaining a current of air through its crankcase, for the purpose of drawing out gasoline and water vapours present there and thus preventing their condensation therein and their mixing with the engine oil, to its detriment. Since that time, a number of other manufacturers have adopted apparatus for crankcase ventilation and it seems to have become established as one more accepted means of safeguarding engine lubrication. One way of obtaining the air current is by using the carburetor to maintain it, the primary air-supply of the carburetor being taken through a flexible tube inserted in a hole bored through the valve-compartment cover. The valve-compartment is open to the crankcase, to permit oiling of the valve mechanism, and carburetor suction draws air from the crankcase and through the valve compartment to help form the fuel mixture, while air entering through the oil filler-breather unit, takes the place of that which has been displaced. Gasoline and water vapour in the crankcase is drawn into the engine, by the current of warmed air. This system is simple and can be applied to any existing engine, without much labour or expense. If the carburetor has only a single air-inlet, the suction tube can be connected with that. The breather tube must not be entirely closed, but must have sufficient small openings at its upper end to allow air to enter it and these openings can be so arranged as largely to prevent the entrance of dust.

Cylinder Lubrication Fails.
Question: One of the pistons of my engine stuck not long ago and the mechanic who made the repairs for me claimed that it was caused by my using ethyl-gasoline. When this trouble occurred, my oil-gage was showing much higher oil pressure than usual. I quoted the statement of the repairman to the mechanic who usually does my work and who also sells me the ethyl-gas and he said that the gasoline had nothing to do with the trouble, but that some of the oil passages had become clogged and kept oil from

A "FOOLPROOF" CONTROL.

Gear-changing Mechanism on the Triumph.

For the trials rider and participant in speed events generally a simple and efficient method of gear changing is absolutely essential. The loss of a fraction of a second in gear changing may quite easily result in the loss of a valuable award.

Recognising this fact, the Triumph Cycle Co., Ltd., of Coventry, have arranged the gear change on their T.T. Triumph in such a manner that it is practically impossible for the rider to miss second gear. On this particular machine low gear is engaged by pulling the lever up from neutral, and a change is made into second gear by pushing the lever down past neutral until it comes to a definite stop. Directly second gear is engaged and the rider's hand releases the lever, it automatically springs outward, and, when desired, top gear can be engaged by merely pushing the lever down as far as it will go. Thus when changing from low to second it is impossible to overshoot second gear position, as the lever cannot pass the correct place until it has made its outward movement. A similar arrangement holds good when changing down, the only difference in this case being that the lever must be pressed inwards when changing from second to bottom.

A sliding "T" piece in the control axle provides a definite stop for second gear by coming in contact with adjustable set pins in the gear box control tower. This "T" piece deriving its sliding movement from the spring-loaded gear lever. The actual gears are operated by sliding forks, projections on which engage in slots formed in the control cam plate, the latter, of course, being actuated by the gear lever. Definite location after engagement is provided by a spring plunger in the control tower engaging with holes in the cam plate. This new gear is simple, neat and very strong. It is quite sure and positive in action, and marks one more of the many advances in motor cycle design which have emanated from the famous Triumph Company of Coventry.

DESERT CON- QUERED BY MOTORS.

New Routes in Persia.

Ten short years have sufficed to give the Near East the same taste for long-distance motor travel as the West, in an equally short period, has acquired for long-distance flying.

It is now no rare occurrence to learn from the taxi-driver one engages casually in Damascus that he only arrived the day before from Baghdad, and he may even, if he wants to make a lucrative effect and qualify for a larger baksheesh from an impressionable and ignorant traveller, speak of the Teheran and Resht, says the *Financial Times*.

But, speaking without exaggeration, Baghdad is now bewilderingly close to Damascus, and thence to Beirut and steamer connections by the fastest routes with all parts of Europe. And all since 1919, eight years of hard pioneer work, conceived and undertaken by British determination, personified in the energy and daring of two New Zealanders, Norman and Gordon Nairn.

The Nairn Brothers and the Nairn Transport Company are household words in the Near East. They have developed from small beginnings. In 1919 they started a motor mail service between Haifa and Beirut; later they prolonged it to Damascus. It succeeded; for they were operating over a zone devoid of, or ill-supplied with, railway facilities, and tapping a population which, the exigencies of five years' war conditions had reduced to irksome immobility.

The Nairns were wise enough to profit from past experience, and their trial trips of 1923 eastward followed the old Damascus Baghdad caravan routes. But camels and motors are very different problems. Now the route is a highway, a broad, well-defined track, patrolled where necessary, and boasting a halfway station at Rutba Wells, with a desert hotel, a restaurant and wireless.

Important Facilities.
As the range of the service expanded, the original private company had also to expand. In 1926 it and its main competitor of those days, the Eastern Transport Company, were absorbed into one concern by a large and well-backed group of Anglo-French interests

and the present Nairn Transport Company came into existence. In essence it is practically the old Nairn Brothers' Company; for when the fusion took place, the Eastern Transport was already in liquidation and its only potential asset was a half-finished hotel at Palmyra on the Northern alternative and longer route which it had operated during its short existence.

Success Creates Competition.
As was inevitable, so successful a venture quickly encouraged competition. The Nairns had made the route, and others, when it was safe and established came forward to profit from their enterprise. Their most important rivals, a native-owned Syrian company, have started their campaign of competition by cutting the rates to an extent which the Nairns find it difficult to follow.

The Nairn cars are driven only by British drivers; luggage is carried in separate tenders instead of being slung, Christmas-tree-like on the running boards; and their repair garage at Damascus is equipped according to the most up-to-date standards. But this insistence, in accordance with British tradition, on maximum efficiency, comfort and reliability, has involved overhead charges on a far higher scale than their competitors with their cheaper native drivers and smaller cars.

Nairn rates have been and will possibly be still further reduced, but in this, which may be not inaptly styled, "desert rate-war," the company has behind it a financial solidity and a past record of reliability and success which is a great asset in the ephemeral East. And it is managed economically and prudently and its executive leaves nothing to chance; for one cannot take any risks with the hard-wearing desert.

Future Trunk Routes.
We now reach what is perhaps, the most important issue in the question of our Near and Middle Eastern communications. Opinion both in Palestine and Syria tends to the conviction that the proper trunk routes of the future must eventually be by way of Syria.

Syria, whether by the Beirut-Tripoli-Homs-Palmyra or the Beirut-Damascus-Rutba arteries, is the overland corridor to Iraq, Persia and even India. The Southern Palestine Transjordan route is longer, infinitely more difficult and in every way less convenient.

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(BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

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you know is best, for you dare not endanger
your Baby's progress by experimenting.

Be guided by the experience of the great number
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for ever from any anxiety as to Baby's steady
progress towards healthy, strong-limbed merry-
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The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is
6 months old

or when he cuts
his first tooth, add
a little Glaxo Malted
Food to his Glaxo.
This will provide
the best means of
accustoming Baby,
gradually and natu-
rally to taking
more solid food.
Obtainable
where you buy
Glaxo.



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W. R. LOXLEY & Co.

MR. WELLS'S FEAR OF FASCISM.

WARNING THAT BRITAIN
MAY HAVE IT.

GENERAL STRIKE NOVEL.

Mr. H. G. Wells has again sur-
veyed the world, and found it far
from good. In a new novel,
"Meanwhile," published a few
weeks ago, he discourses on an
endless variety of subjects.

For one thing, he cuts himself
off from future holidays in Italy
by a violent attack on Mussolini
and the Fascists, and ensures for
himself the enmity of supporters
of Mr. Baldwin and his Adminis-
tration by holding them up to
ridicule and execration over the
general strike and the coal strike.

"Charlatan," "actor," "destruc-
tor," "cannibal," these are some of
the words that Mr. Wells puts in
the mouth of one Signor Vin-
cinguerra, an anti-Fascist Italian,
with regard to Signor Mussolini.
"Castor-oil eads, with their loaded
canes," is a phrase applied to the
Fascists. Italy is described as a
"prison with punishments and tor-
tures."

He warns us, in a tone of alarm,
that we may suffer some tyranny
akin to Fascism, and that dis-
tinguished men of letters may be
beaten almost to death for pro-
testing against it, and claiming
the right of free speech.

Here are some of Mr. Wells's
phrases—put in the mouth of
Philip Rylands—for members of
the Government:—

"Some atavism like Winston."

"An owl like Jix."

"Baldwin a bit of a coalowner
himself."

"Jix inciting the police to be
violent at the least provocation."

"As might be expected, Wins-
ton has gone clean off his head.
He hasn't been as happy since he
crawled on his belly and helped
to snipe in Sidney Street."

The General Strike.

Much of the novel is concerned
with the general strike of last
year, and his characters say
things like these:—

"Cook goes on all the time like
a musical-box that can't leave off.
Not a penny off the pay, not a
second on the day. Twenty
speeches a day and still at it in
his sleep."

"Whatever anyone else may
think, Winston believes he is fight-
ing a tremendous revolution and
holding it down, fist and jaw.
He careers about staring, in-
active, gaping, crowded London,
looking for barricades. I wish I
could throw one up for him."

"Several of the Labour leaders,
chaps of the Court suit and even-
ing dress type, were running about
London weeks and weeks ago, pull-
ing long faces and saying—'The
extremists are forcing our hands.
We don't want the general strike.
We're perfectly peaceful snobs on
the make. We are, indeed. It's
an attempt at revolution we ad-
mit it. Do something, even if it
only looks like something. These
were practically their words.'"

"The people here about me, the
wealthy Tory sort of people, the
chaps in the clubs, the men and
women in the boxes and stalls
restaurants and night clubs, the
Ascot people, and the gentle jaz-
zers are not thinking of the rights
and wrongs of the miners and the
trade union at all, and of fair
play, and what's a straight deal
with the men.... The men are
just a pawn in their game of for-
eign investment...."

"They have something larger
and vaguer in their mind, this
shrinkage of their credit as a
class, this arrest in growth and
vigour of their Empire, the Em-
pire of their class—because that is
all it is.... They have it now in
their bones if not their intelli-
gences, in even the stupidest of
them, that new and greater things
are dawning upon the world."

"They become puzzled and
frightened and quarrelsome at the
bare thought of these new condi-
tions which threaten them—with
extinction—or worse—with educa-
tion. On no terms will they
learn. That is too horrible. So
they go frantic. They bristle up
to fight."

This is where Mr. Wells thinks
Fascism may come upon us.
"These people are inclined for
a tremendous scrap of some sort
now, while they are still fairly
strong," because they dream that
"somehow at the end of it the
creeping rot, the loss of go, in all
they value and all that makes them
swagger people would be abol-
ished and made an end of. It would
be lost in the uproar, and at the
end they would find themselves
back on the top of things, strong
and hearty again, without any
doubts, without a single doubt,
just as they used to be. All the
world at the salute again."

LADY ASTOR AS TORY CRITIC.

"FALSE ECONOMY" IN
EDUCATION.

SOME HOME TRUTHS.

Speaking on July 26 on the sub-
ject of education, Lady Astor gave
the Conservative Party the most
severe castigation it has received
for a long time at the hands of a
Ministerialist. Laying the party
across the knee, she spanked it
(with tears in her eyes) for a full
twenty minutes, telling it home
truths to the accompaniment of a
resounding slipper, says a London
paper.

The Opposition were delighted,
and with reason, for the attack
was by no means a mere ebullition
of temper; from beginning to end
it was informed by sound sense,
courage and true sympathy.

"Sometimes," said Lady Astor
at the very beginning, "I wonder
if I am in the right Party; but I
hope that all right-minded people
feel that in all parties." It was
a brief to her, she admitted, to
have to perform this task, but
duty was duty, and the Party
might benefit by having a little
recent history recalled to its
memory.

Let members take their minds
back to the Coalition Government
of 1918 and Mr. H. A. L. Fisher's
Education Bill, with all its high
hopes. Let them remember the
other great plans of those days,
and then let them remember how
all had been wrecked by the Anti-
Waste Party, which fought the
then Prime Minister (Mr. Lloyd
George), "not because of his war
record, but because of his ad-
vanced social programme."

How well she herself recalled
those days of the triumph of the
anti-Wasters! To ask a question
about education or any other so-
cial service was to be made to feel
not so much like John the Baptist
crying in the wilderness as like
Ruth among the alien corn, with
no Naomi to comfort and no Boaz
to advise.

"Most of those anti-Wasters
have gone," cried her ladyship,
"but their spirit goes marching
on."

For Reason, Not Reaction.

"I want to warn the President
of the Board of Education against
the spirit which is working in our
party—the spirit that wrecked it
in 1918. It is getting too much
the upper hand. I want the
Minister to listen to reason and
not to reaction. Frankly, what I
want to know is: What is the
policy of the Board of Educa-
tion?"

"They quote the case of Ply-
mouth, my own constituency,
where the school age has been
raised," Lady Astor went on,
warning to her subject. "But
what a fight we had to get it
at Plymouth! Mercifully down
there we have Conservatives who
belong to my section of the party,
but they had to fight the diaphanous
tooth and nail."

"If the Ministry of Health
waited upon the local authorities,
do you think it would be reducing
infant mortality in the way it is
doing? It is only succeeding be-
cause the head takes the lead."

"I don't feel that we are getting
a lead from the President of the
Board of Education. I have no
doubt he would like to give it,
but the trouble is he doesn't fight
hard enough. You have to care
enormously—and fight—before
you can get your way."

Presently Lady Astor was talk-
ing with enthusiasm about the
Malcolm report (of a consultative
committee) upon raising the school
leaving age from 14 to 16, and
ultimately to 16, and was approv-
ing the view of the committee that
such a reform would have a
highly beneficial effect upon un-
employment—a fact recently
denied by Lord Eustace Percy.

The Higher Economy.

"How can we afford it?" was,
she admitted, the question upon
which the reactionaries always
successfully retreated. Her reply
was: How can we afford not to
afford it? How can we afford to
allow 120,000 juvenile unemployed
to run the streets of our cities?

"Such schools," she pleaded,
"are the only way of giving the
children of the very poor what we
the very rich can give to ours."

"Something rises in me when I
think of these things," she cried.
"I don't go far as to say that all
people are born equal, but I do
think it appalling not to try to
give them all a chance."

"Why can't the Conservative
Party urge the Government to
keep the pledges the Prime Minis-
ter gave? After all, the Prime
Minister got in on a forward
policy. But no one who has
studied and watched can say that
the Board of Education has a for-
ward policy now."

In spite of the fact that Lady
Astor never quite succeeds in

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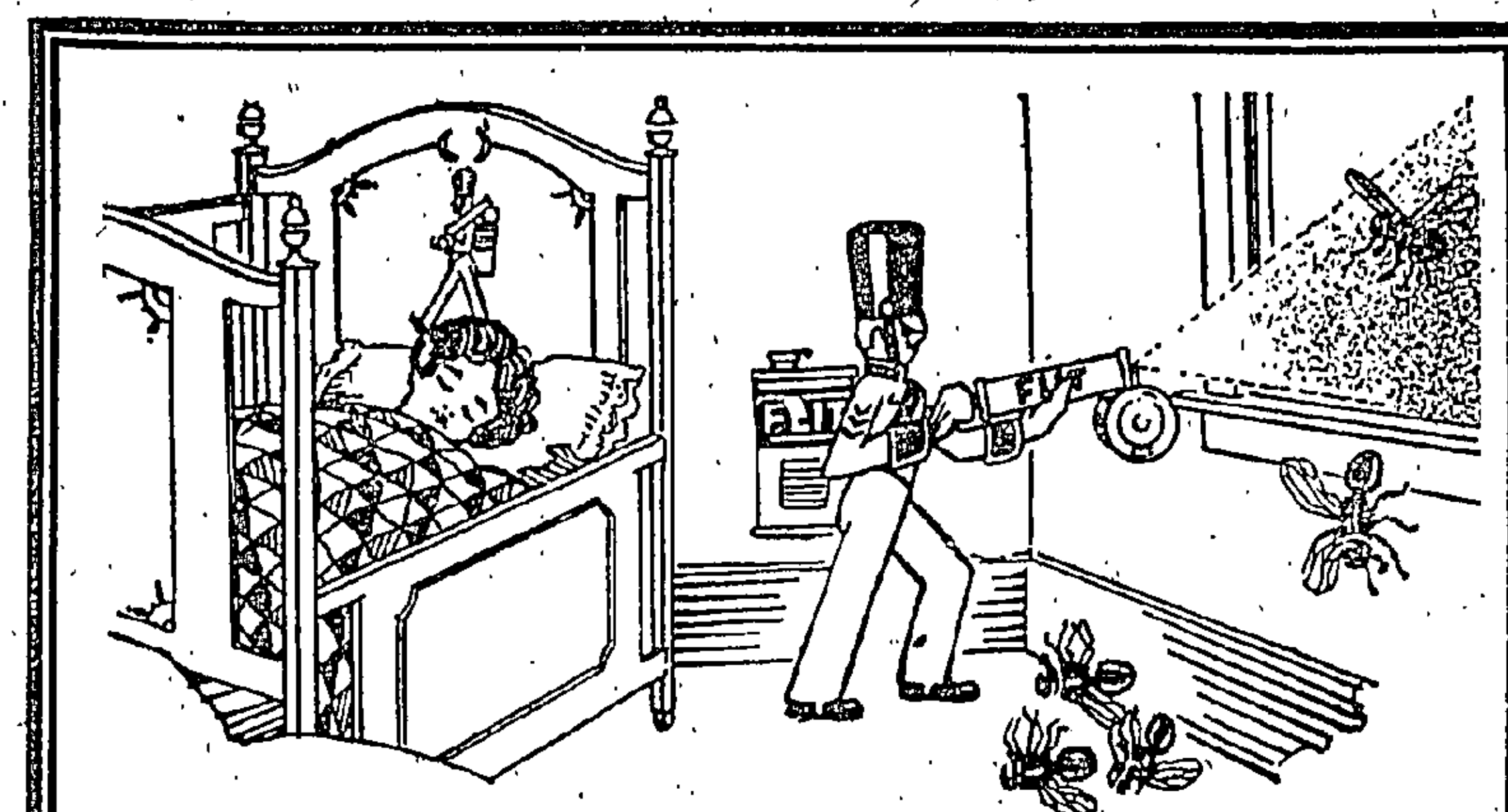
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THE fly is the greatest murderer
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other intestinal disturbances in children.

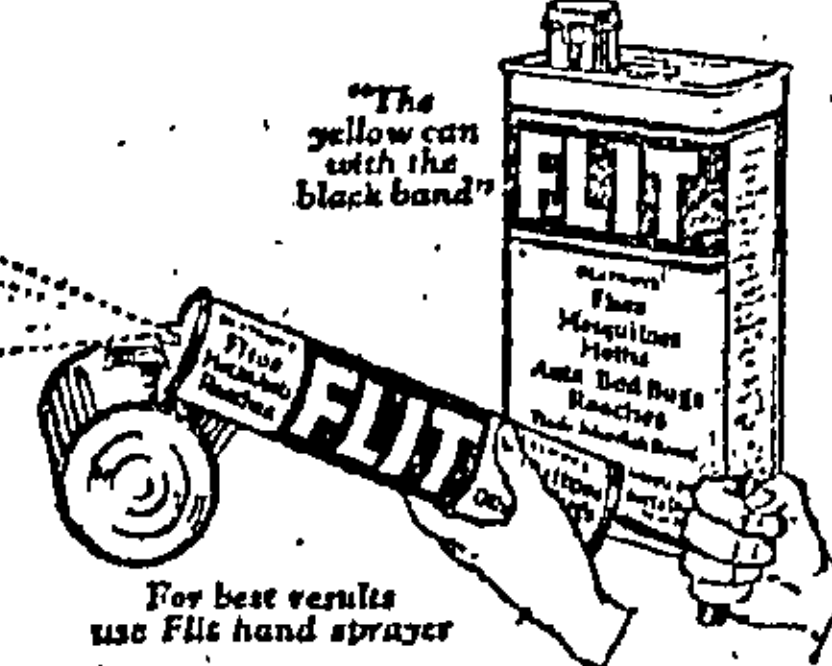
The fly lays its eggs in filth and, born
in dirt and refuse, it comes direct to
man to poison him and his food. Under
the microscope can be seen its six hairy
legs laden with filth and millions of
disease germs.

Flit spray clears the house in a few
minutes of disease bearing flies, mos-
quitoes, bed bugs, cockroaches, ants,
moths, fleas and silverfish. It searches
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holes. Extensive tests showed that Flit
spray did not stain the most delicate
fabrics. Flit is clean and easy to use,
death to insects but harmless to mankind.
It is economy to use Flit and avoid
disease. For sale everywhere.

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use Flit hand sprayer
Manufactured by: **STANDARD OIL CO. [New Jersey]**

maintaining the heroi plane for
long there appeared to be a gen-
eral agreement in the House—in-
cluding the Ministerial benches
—that the heart-throb in the
speech made it memorable. Her
ladyship was warmly praised for
it immediately afterwards by Sir
John Simon.

Sir John's speech was also a
fine example in a very different
style. We say, he observed, that
we cannot afford adequate educa-
tion for the children of the na-

tion. Yet we spent £17,000,000 on
the preliminary bombardment of
the Messines Ridge, and £22,000,-
000 on the preliminary bombard-
ment in the third Battle of Ypres.
"But what has that got to do
with education?" inquired Cap-
tain Arthur Evans, one of Lady
Astor's hard-faces.

"Education," came the reply like
a flash, "is the preliminary bomb-
ardment in the Battle of Life."
The day has been a good one
for the Liberals, Mr. Percy Harris

starting the debate with a capable
analysis of the whole position.
Reply was at the first left in the
intelligent, but not very forceful,
hands of the Duchess of Atholl,
who did her best to persuade Lady
Astor that the Government are
really better than some of their
actions might lead to suppose.

Coming in later, Lord Eustace
Percy assured the House that the
Government are moving as fast
as is safe or as the parents of the
children desire.

The Very Idea!

They were discussing insomnia. It was suggested that a glass of Scotch whisky every half-hour was an excellent remedy.

"Will that cure it?" said the victim.

"No," replied the other, "but it makes it a pleasure to stay awake."

Here is a bit of Chinese philosophy:

"On the Birth of His Son."

By Su Tungpo (A.D.) 1036-1101).

Families, in which a child is born.

Want it to be intelligent.

Through intelligence.

Having wrecked by whole life.

Only hope the baby will prove ignorant and stupid.

Then he will crown a tranquil life.

By becoming a Cabinet Minister.

At a meeting of Bedford Corporation a sample plush fauteuil for the Corn Exchange was exhibited on a table.

The Mayor suggested that Chief-Constable Timbrell, who weighs 16 stone, should sit in it as a test.

The Chief-Constable remarked that his life was not insured, and the Mayor retorted that neither was the chair. The test was not tried.

Walthamstow woman, of her lodger: She even spans her husband and puts him to bed.

Policeman, at Willesden: This man was loaded with fruit, and he caused a serious obstruction.

Barrister, of a debtor at Bow County Court: He is basking in the sun abroad with his finger to his nose.

Willesden man: I paid my wife her wages regularly, but she ran me badly into debt and then ran away.

It was stated at Marylebone Police Court that London hotel porters could earn with tips from £10 a week.

Solicitor, at Bow County Court: Where is your husband now?

Woman: This is just about his time to go for a drink.

Worcester magistrates' clerk to a woman: Will you be tried by Quarter Sessions or by this court?

Woman, tearfully: I may not live long. Clerk: Then you had better be tried now.

The Assize Court at Stuttgart, after a short hearing, sentenced to death Jean Muller, aged thirty-four, for the murder of Berthe Lochmann, aged twenty-six.

The murderer, whose object was theft, obtained a purse containing the equivalent of a shilling.

A house which was described as the most persistent house of its kind in Paddington, was the subject of a prosecution at the Marylebone Police Court.

Arthur Sinclair, aged thirty, a solicitor's clerk, was fined £40 with 7s. costs for permitting the premises at Eastbourne-terrace, Paddington, known as the Imperial Hotel to be used for improper purposes.

Sinclair stated that he took over the house about six weeks ago, and was buying the business for £500. He had no knowledge that five women of a certain character were using the house.

Mr. Macdonald, defending, remarked that the property really belonged to the Ecclesiastical Commissioners.

Inspector Isted, who raided the house, replied that, as far as he knew, that was so.

For pleasure, variety beats specialisation all the way in my estimation.—Sir George Thomas.

I have preached 22,000 sermons in my life, which is 5,000 short of Wesley's record.—Canon Hay Aiken.

It is practically only at public schools that the real necessity for early (medical) attendance is not properly recognised.—Dr. Le Fleming.

It is not unlikely that the present year—in the northern zone, at any rate—will see little or no summer.—Mr. Herbert J. Brown.

It is natural to be selfish, and however greatly we progress, we shall never be able to eliminate selfish youth (and old age) from our midst.—Miss Ellis Jeffreys.

A clergyman was returning home late one evening, and had the misfortune to sit next a drunken man on the tram.

"Do you allow an intoxicated person on your car?" he demanded of the conductor.

"It's all right, sir," replied the conductor in a low voice, "as long as you don't get noisy."

Passengers arriving from the north by s.s. Haruna Maru yesterday, included Major H. C. Hull, Dr. S. A. and Mrs. M. M. Morris and Mr. R. R. Roxburgh. Embarkations here for Europe by the same vessel, sailing yesterday, included Mr. J. Duguid and Mrs. T. M. Hazlerigg.

CANTON FINANCIAL SITUATION.

GOVERNMENT FORCES NOTE ACCEPTANCE.

A DRASTIC MEASURE.

(A Special Correspondent.)

Canton, Aug. 26. The current issue of a privately printed newspaper, which has its editorial office at the Army Headquarters, here, contains the announcement that America, in a Note to the authorities at Nanking, has informed the Nationalist Government that she (America) is perfectly willing to surrender her present rights in the Customs service, providing that the promise is given by the Nationalists to repay all debts due to America within a certain period. Whether this promise can be extracted from the Nationalist Government remains to be seen, states the paper. The period of time required for the payment of the debts has not been mentioned.

A "Red" Executed.

The final scenes of a "Red" incident that occurred a few weeks ago was enacted last night when Luk Yee-kui was executed for being a tool of the Reds and throwing a bomb, thereby causing much loss of life, in a restaurant where many well-known local officials were partaking of tea. It has now come to light that the unfortunate Luk, prior to the affair, had been promised \$500 for his act.

Money Situation Eased.

The money situation is little changed, with the exception that money changers are now handling Central Bank notes again. The Government has been instrumental in having notices posted all over the city, stating that it will be a criminal offence to refuse the acceptance of Central Bank notes. Any person contravening this order will be immediately arrested and placed in prison. This punishment is for the first offence. For a second and similar act the extreme penalty will be meted out. Only by these drastic measures can the people be kept in check, states the Government, and the refusal to accept local banknotes, on the part of a citizen is akin to Bolshevism.

The Bank foki who was arrested for his part in the bomb outrage in the Central Bank, has since been set free.

IRISH FREE STATE ELECTIONS.

MR. COSGRAVE SURE OF VICTORY.

London, Aug. 26. A new general election in the Irish Free State will take place on September 15, and the new Dail will assemble on October 11.

Mr. Cosgrave, the President of the Council, expresses confidence in the result. He says it is apparent, from the result of the by-elections in Dublin, that in two of the largest and most important constituencies in the country, there is a decisive vote by all the stable elements for the retention of the present Government, and he believes the rest of the country is waiting to be afforded the same opportunity to give the same verdict.—British Wireless.

GLORIOUS MEMORIES OF ZEEBRUGGE.

BRITISH SURVIVORS FOR BELGIAN COMMEMORATION.

London, Aug. 26. Fifty officers and men who took part in the raid on the Mole at Zeebrugge, in 1918, left this evening for a series of receptions at Ostend, Brussels and Zeebrugge.

On Sunday, a commemorative tablet will be unveiled on the Zeebrugge Viaduct, marking the spot where the British submarine C3 blew a breach 150 feet wide on the night of the raid. The unveiling ceremony will be performed by four of the men who took the C3 to Zeebrugge.—British Wireless.

ANOTHER WORLD FLIGHT.

AMERICAN AIRMEN'S PROJECT.

Old Orchard, Maine, Aug. 26. Messrs. William Brock and Edward Schlee, flying a Stinson-Detroit monoplane, the "Pride of Detroit," have left for Newfoundland, whence they expect to start on a flight round the world, tomorrow.—Reuter's American Service.

OSAKA-SHANGHAI FLIGHT.

JAPANESE AIRMAN'S ARRIVAL.

Shanghai, Aug. 26. A Japanese flying boat, believed to have come from Osaka arrived here at 4.30 p.m. to-day.—Naval Wireless.

It is presumed that the machine is the one which left Osaka on Thursday on a trial trip to Shanghai for the purpose of opening a regular mail and passenger service between Osaka and Shanghai. The aeroplane, which is of the Dornier-Wal type, left Osaka on Thursday morning at 8 o'clock, and when last heard of had landed at Fukuoka, the pilot stating his intention of hopping off for Shanghai the following (Friday) morning.

In Record Time.

This is confirmed by a Reuter message from Shanghai, this morning, stating:

The Dornier Wal plane which left Osaka on August 25, alighted on the Whangpoo yesterday evening making the flight from Fukuoka to Shanghai in the record time of five and a half hours.

There were six persons aboard.

SEQUEL TO MEXICAN OUTRAGE.

AMERICAN LADY SUGGUMBS.

Washington, Aug. 26. Miss Anderson, the American woman who was wounded in the bandit outrage in Mexico on August 25, when a train was attacked, has died.

The American Embassy in Mexico City has made representations for the capture of the bandits.—Reuter's American Service.

£3,500 ANNUITY FOR LORD OXFORD.

The Daily Sketch reveals some of the details, so far successfully kept secret of the financial gifts recently made to the Earl of Oxford and Asquith by some of his admirers.

In addition to a capital sum of something less than £10,000, subscribed in smaller amounts, he has also been provided with an annuity of £3,500.

This annuity has been subscribed in the following amounts:—The Hon. Peter G. Larking, High Commissioner for Canada, £500 per annum; Sir Abe Bailey, £1000 per annum; Lord Inchcape, £1000 per annum; and Lord Beaverbrook, £1000 per annum.

The annuity subscribers are also subscribers to the capital fund of nearly £10,000, which Lord Reading has given £1000.

Lord Oxford and Asquith has never been a wealthy man. He might, of course, have made a fortune at the bar, but from the moment he took office under Mr. Gladstone, politics absorbed all his active interests.

No Pension Application.

Holding office through all the early period of the War, he fulfilled a continuous term as Prime Minister longer than any statesman of the Victorian era.

He made no application for the Civil List pension, which would have been his by right. The late Lord Cowdray, who was a multi-millionaire, and an ardent Liberal, made him an annuity as a private recognition of political devotion, as well as of personal friendship.

When Lord Cowdray died recently, it was found that no provision had been made in his will for the continuance of the annuity. The oversight came to the attention of some of Lord Oxford's friends, and the new testimonial is a consequence.

The capital sum has been subscribed by various friends, including those concerned in the annual contributions.

It will be noticed that all of four subscribers to the annuity are Conservatives.

The scheme was initiated by Lord Reading among others.

FLYING FORCES.

Hermes Leaves Shanghai.

Shanghai, Aug. 26. H.M.S. Hermes is leaving Shanghai tomorrow carrying No. 2 flight, R.A.F. These Bristol fighters, are expected to be replaced shortly by other aeroplanes from Hongkong.—Reuter.

The P. and O. s.s. Nagapore with the English mails from Singapore is due to arrive here on Thursday morning.

IN CANTON FROM DAY TO DAY.

HEAVY FIGHTING NEAR THE BORDER.

UNPOPULAR TAXATION.

(Our Own Correspondent.)

Canton, Aug. 26. Advice from the northern border state that a sharp engagement broke out recently between General Fan Shek-sang's forces and those of General Chen Ka-yau, the "Red" military commander in Southern Honan. Both sides sustained heavy casualties, but the "Red" forces were ultimately repelled.

General Fan's forces were stationed in Shing How and Yan Fa, two small towns on the Honan-Kwangtung border. These two towns are of strategic importance, as they are the only centres through which invading troops can reach Kwangtung.

Taking advantage of a big storm and heavy rain, the "Red" forces made a sudden attack on these two towns, and surprised the garrisons there. Several officers and men of General Fan's army were killed. One of his divisions, which was nearby, rushed to the rescue, but they were outnumbered by the Communist troops.

General Fan Shek-sang himself was further south, and being apprised of the trouble he sent more reinforcements to the succour of his troops. The enemy were eventually driven off. About 200 "Red" soldiers and the same number of rifles were captured. General Fan lost about 80 officers and men.

General Li's Declaration.

General Li Chai-sum has now made known his attitude towards the Hankow-Nanking situation, by publication of important telegrams to the military and civil officials of the two governments.

In these telegrams, General Li, and General Wong Shi-ung, urge that Nanking and Hankow should be reunited, to present a united front towards Marshal Chang Tso-lin, and to clear the country of all "Reds" and reactionaries. They further state that since Marshal Chiang Kai-shek insisted on resigning, his wish should be respected.

The cause of the split, these two generals point out, was the Communist issue, but since Communism has been stamped out, the two parties should come together and carry on the Nationalist cause.

Threat to Swatow.

In view of the expected attack by Generals Yip Ting and Ho Lung on Swatow, General Li Chai-sum has ordered all the forces of General Ho Chup-ung into Fukien, to withstand the expected invasion. General Li will appoint another of his men to replace General Ho as garrison commander of Swatow.

General Ho Ying-yam, in Chekiang, is also concerned with this matter and has sent some of his forces to garrison Swatow, where General Ho was formerly stationed. These forces will come down from Chekiang by steamer under convoy of the cruiser Chung Shan.

Agitation Against Taxes.

After weeks of agitation and clamour, the merchants and workers have been partially successful in urging the Government to repeal the revenue stamp tax. It is understood that the stamp tax on commodities of less than a dollar will be waived for the time being.

Two workers were gaoled yesterday because they circulated leaflets asking the public to ignore this tax. The merchants and workers petitioned for their release, which was later effected upon a promise not to continue further agitation.

It is learned that there is a possibility that all revenue stamp taxes may be repealed when tariff autonomy comes into force on and after September 1.

PARIS CEREMONY OF RE-CONSECRATION.

MINISTERS AT UNKNOWN SOLDIER'S TOMB.

Paris, Aug. 26. M. Poincare, accompanied by four Ministers, formally re-consecrated the tomb of the Unknown Soldier, which was profaned by the Sacco-Vanzetti rioters, who spat on it.

The Ministers remained in silent meditation for several minutes, then M. Poincare laid a wreath adorned with the colours of the Republic on the tomb.—Reuter.

MARRIAGE OF THE UNFIT.

SCIENTIST WOULD NOT PREVENT SUCH UNIONS.

Dr. L. J. Short, tuberculosis officer for Somerset, said in a recent address—The question of marriage of infected persons is a most difficult problem. People suffering from consumption come to me and say, "We want to get married," I say, "Of course you cannot." They go away and get married. What can you do?

This problem was put to Professor Low, the scientist, by a Daily Express representative. I think the doctor's point of view is wrong, he said. It is absurd to lay down the law as to who shall marry and who shall not, because all man-made laws are weak, and never apply to specific cases.

By attempting to make regulations for marriage you are likely to do a little good and a great deal of harm. If you say that two people should not marry because they are diseased you are saying that the body is more important than the mind.

Unborn Thoughts.

Love—the real love—is a mental attraction, and when two people who are in love with each other marry their minds benefit from the combination. Isn't it more sensible that the world should be given the benefit of their combined thought than that they should be prevented from the possibility of having physically unhealthy children.

That is, of course, if you admit that a thought is more permanent than a body.

We should pay more attention to unborn thoughts than to unborn bodies. After all, a great many valuable citizens have been diseased in some way. Athletic people, who are usually the soundest physically, do not always have good minds, and people who do good work are often unhealthy. Very few of the people who are doing the most important work are as fit as the people who dig up streets.

More allowance should be made, too, for surgery and corrective treatment. It does not follow that two people who are diseased at the time of their marriage will not be cured after.

It is a great mistake to prevent two people from marrying if they want to. Of course, you never will, because love is a greater force than the law.

The grounds of the British Consulate at Shanghai were beautifully illuminated on Saturday last, for a very pleasant function. The occasion was an At Home given by Sir Sidney and Lady Barton in honour of Miss Summerskill, who is retiring after twenty years of nursing service in China, during fifteen of which she has been matron of the Victoria Home. All nurses, foreign and Chinese on the Municipal Nursing Staff attended in uniform. Judge Peter Grain, in a happy speech, expressed the appreciation of the community for the work done by Miss Summerskill, and their regret at saying goodbye after so many years. He stressed the kindly and sympathetic atmosphere of the Nursing Home, which could only be a reflection of Miss Summerskill's own attitude, and praised highly the efficiency of the nurses under her.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 16 of this issue.

1. What was Rubens besides being a great painter?
2. Who was Sir Joshua Reynolds' greatest rival, whom he always referred to as "The Man in Cavendish-square"?
3. Who painted the interior of the dome of St. Paul's Cathedral and founded a school of art at which Titian was a pupil?
4. Who first introduced the method of painting in oils into Italy?
5. Which great German artist did Henry VII. appoint as his Court painter?
6. Which famous artist, usually looked on as Spanish, was born in Crete, and what was his real name?
7. Who were the principal members of the French Impressionist school?
8. Who introduced Impressionism into sculpture in France?
9. What pigment was it that Sir Joshua Reynolds used that is the cause of so many of his pictures being spoiled by time?
10. Who was Italy's greatest sculptor, for what great painting was he responsible, and how long did it take him to do it?
11. Who was Albrecht Durer?
12. Who became Court painter to Philip IV. of Spain at the age of twenty-four?

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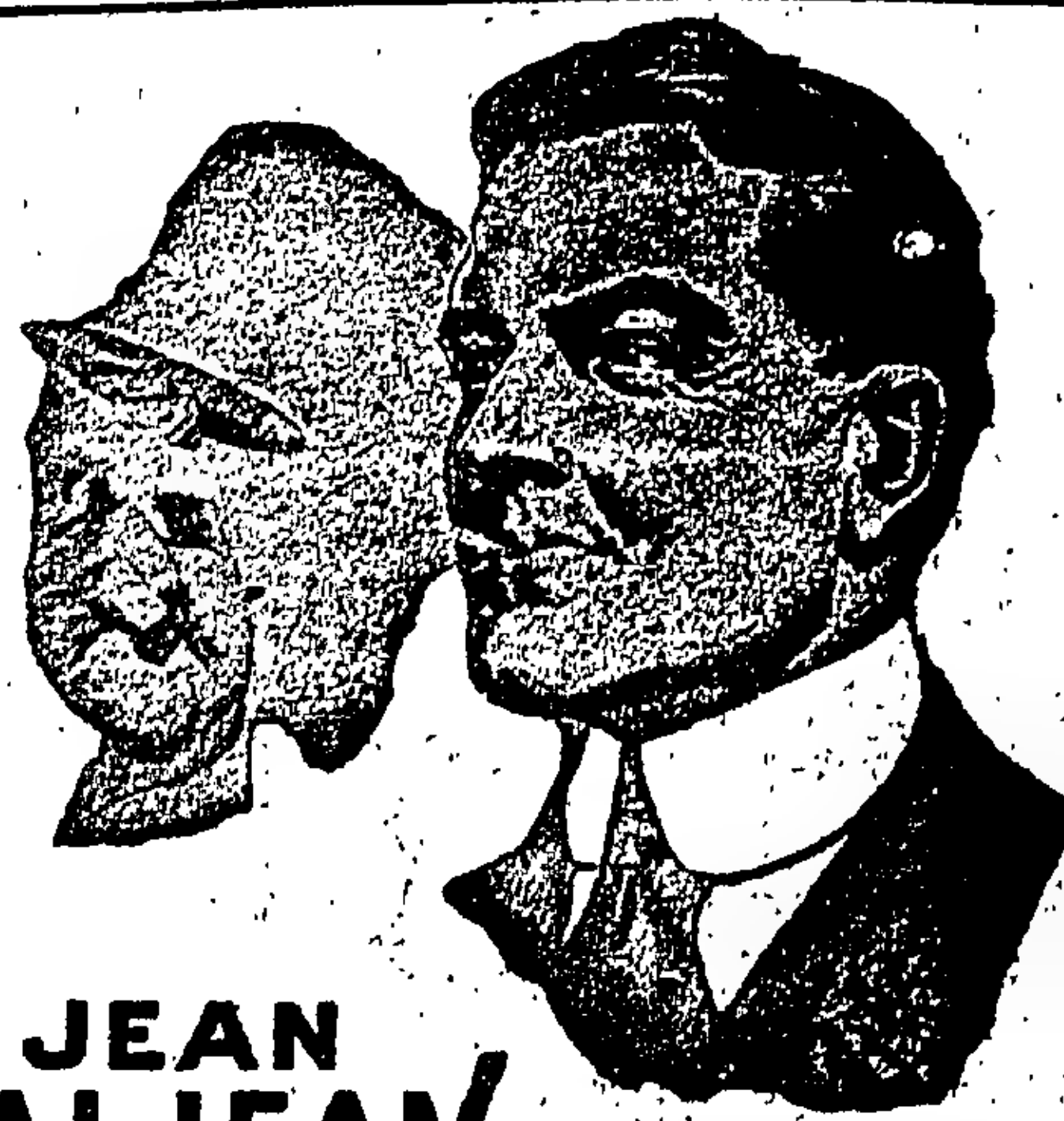
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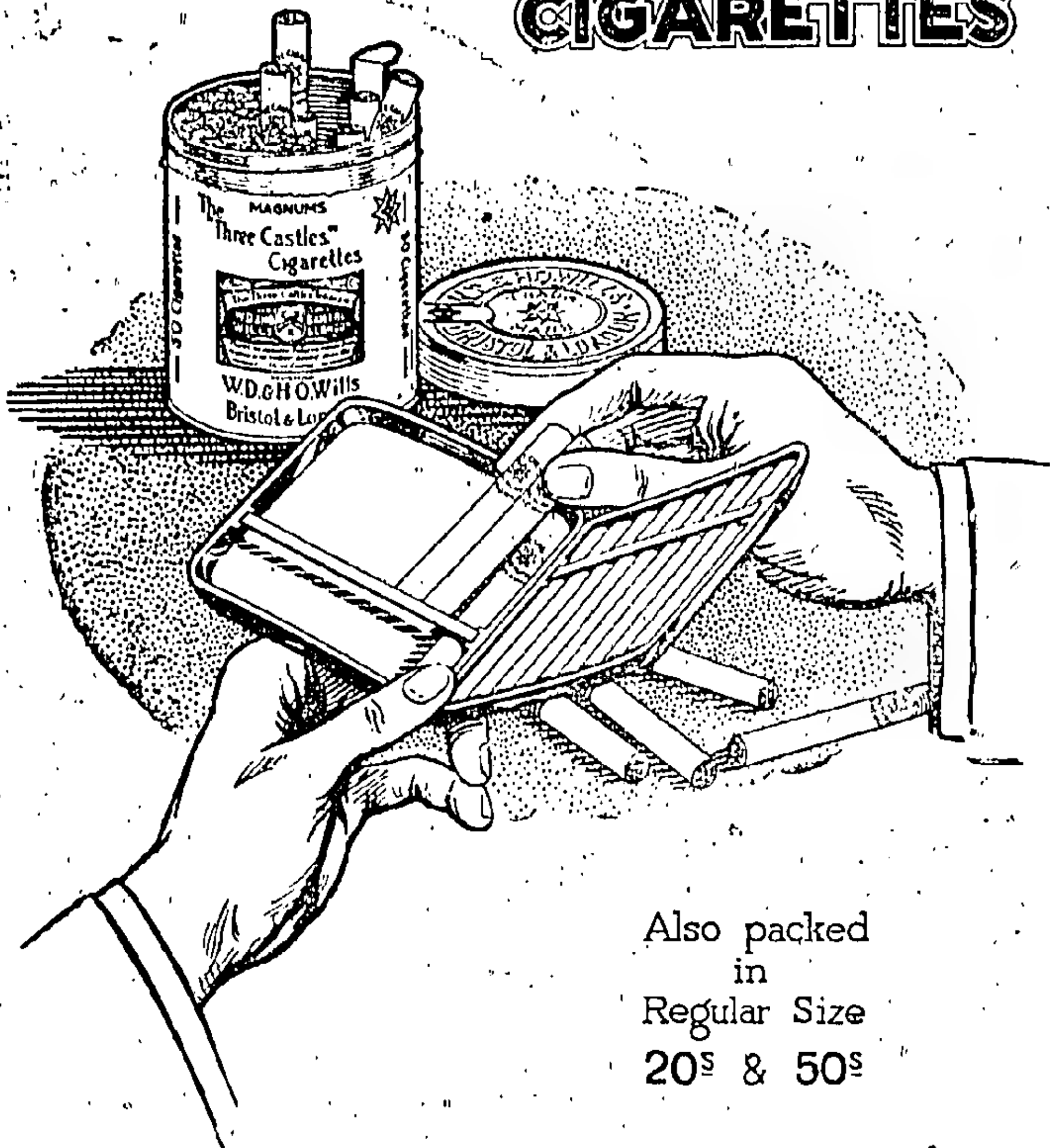
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"SKIMPY" DRESSES TO-DAY.

WOMEN WEARING LESS BUT
BUYING MORE.

£25,000,000 FOR SHOES.

The greatest development ever known in British industry has taken place since the war in the women's clothing trade. Production figures for every kind of feminine apparel have gone up by leaps and bounds, and millions of pounds of new capital are being invested in this branch of industry every year.

Women wear less to-day than they ever did, but they are better dressed than at any time in history. Their wardrobes are more extensive than they have ever been, and their dress bills are far higher than they have ever been before.

The vastness of the women's clothing industry to-day is reflected in official statistics, which show how the needs of modern women have revolutionised British industry.

One seventh of the working population is now employed in the clothing trade. There are more than 280,000 tailors in the country, and dressmakers and milliners number nearly 200,000. About 40,000 persons are engaged in the silk and artificial silk trade, and there are 24,000 lace workers.

Boot and Shoe Bill.
The annual boot and shoe bill of the women of Great Britain totals something like £25,000,000—representing between thirty to forty million pairs. Expenditure on silks and other dress materials runs into fabulous figures. Women are now spending about £14,000,000 a year on hats, and millions of pounds more are poured out on miscellaneous items, such as ribbons and artificial flowers required for decorative purposes.

Capital invested in the clothing trade has shown extraordinary increase in the past three or four years, during which period more than 2,200 companies have been formed, with an aggregate capital exceeding £22,000,000. Each year has shown a large increase.

The figures of capital subscribed are:—1924, £3,000,000; 1925, £4,000,000; 1926, £8,500,000; 1927 (estimate), £13,000,000.

Women of all classes are demanding that their frocks, hats, and shoes must be of the latest style. The invasion of commerce and industry by women has multiplied. The spending capacity of the sex and a large percentage of women's earnings is being spent on clothes.

The Appeal of Silk.
It sounds paradoxical, said Sir Woodman Burbridge, the chairman of Harrods, to a *Daily Express* representative, but the modern fashion of "skimpy" dresses has resulted in an enormously higher output of materials, and thousands more men and women—particularly women—are employed in the trade.

Perhaps the most striking increase is in silk goods. The silk trade is five times larger now than it was before the war, and it is still growing.

Silk in pre-war days was the prerogative of more or less well-to-do women. To-day every working girl wears it.

Take stockings, for instance. Every girl and woman wears silk stockings, and she needs many more pairs than she used to have when she wore wool or cotton.

Such a little material is necessary for silk dresses that most women can afford them, and silk dresses need silk underwear. Even cotton and wool dresses, because there is so little material in them, need silk underneath if they are to hang well and do justice to the slim figure.

Dress Made in an Evening.
Every woman, rich or poor, has more dresses than she used to have. A working girl to-day can make herself a dress in an evening. Her mother would have spent weeks on it, and the dress would have been an event in her life. She would not think of having another till it became shabby. Few women these days have only one dress or one "best" and one "everyday"—they have a wardrobe.

The general level of feminine taste in dress has improved immensely too, and each dress requires its own hat, underwear, and stockings, and sometimes umbrella, shoes, and handbag as well.

The corset industry has been revolutionised, and corset-making has become a science. Although the woman of to-day is less corseted than her predecessors, she spends more on corsets. A pair of corsets used to last years. To-day it lasts months, because every woman likes the newest model.

There is another factor—evening dresses. Evening dresses with their accessories of shoes, stockings, vanity bags and wraps used to be reserved for the middle and upper classes. But every girl has them these days. A girl can buy silk for 12s. 6d. a yard, or artificial silk for less and make it up herself into an evening frock.

AMERICA'S PLACE ON THE SEAS.

FUTURE OF THE SHIPPING
BOARD.

A VISIT OF INQUIRY.

The Hon. William R. Wood and other members of the Appropriation Committee, appointed to advise the American Congress on the financial aspects of the operations of the American Mercantile Marine, have arrived in England for the purpose of making investigations, which will also extend to the Continent, into the condition of affairs of the Shipping Board.

In an interview with a representative of the *Observer*, Mr. Wood declared that the next Congress would have to decide upon a definite policy. "We have been faced," he said, "with the problem whether the Government should go on providing the money or whether we should turn the business over to a private concern, and the main object of our tour is to find out, not only the immediate necessities of the undertaking, but also the probable obligations of the future." Mr. Wood, though strongly in favour of private enterprise, had no hesitation in declaring that it would be extremely unfortunate if anything happened to deprive America of her place on the seas.

Flag in Every Port.

"We have our flag in every port," he said, "and it is a national obligation to keep it there. Germany is building big ships, and Italy has an ambitious programme. You British have already a great fleet of ships, and why should America lag behind?" He added that the prospect of having to build new ships to run with the Leviathan on the Southampton service had not been lost sight of. There was at present too big a difference in the size of the Leviathan and other vessels, but, he added, if the new ships were to be built for practical purposes and not merely for display, he did not think they should exceed 40,000 tons, which is about 20,000 tons less than the Leviathan.

Asked whether he could give an idea of the cost to the American nation of the Merchant Service, Mr. Wood said they had appropriated about 20,000,000 dollars a year from public funds. "We started off in 1917, when the war was on, and at first the cost to the nation was about 80,000,000 dollars a year; but the amount representing the loss on operations is now about 17,000,000 dollars. We have to remember that all the time the ships have been depreciating, and one of these days the nation's contribution will have to be increased, owing to the costs of reconditioning; but I think I interpret the spirit of America aright when I say that whatever the cost we are determined to have a Mercantile Marine."



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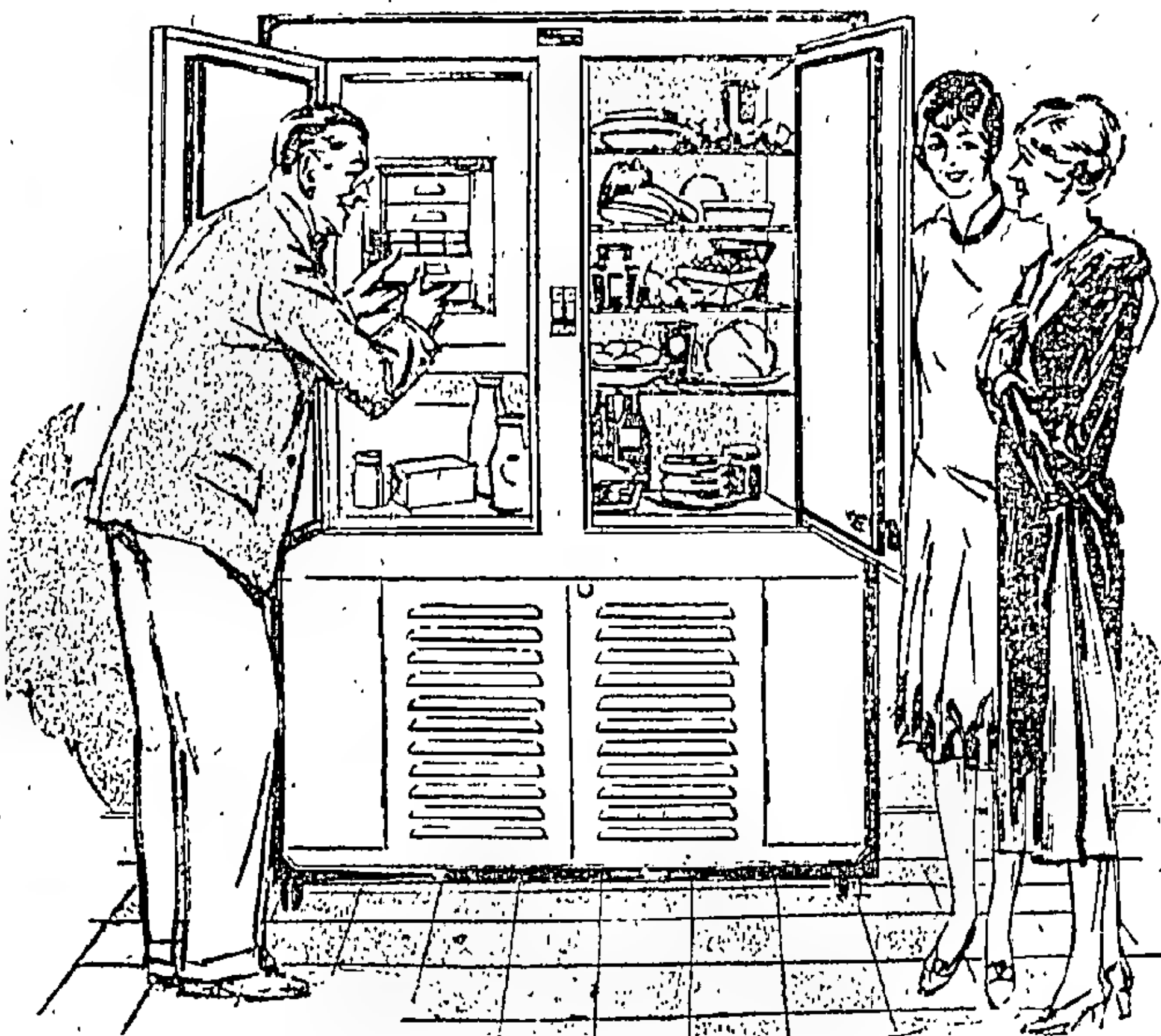
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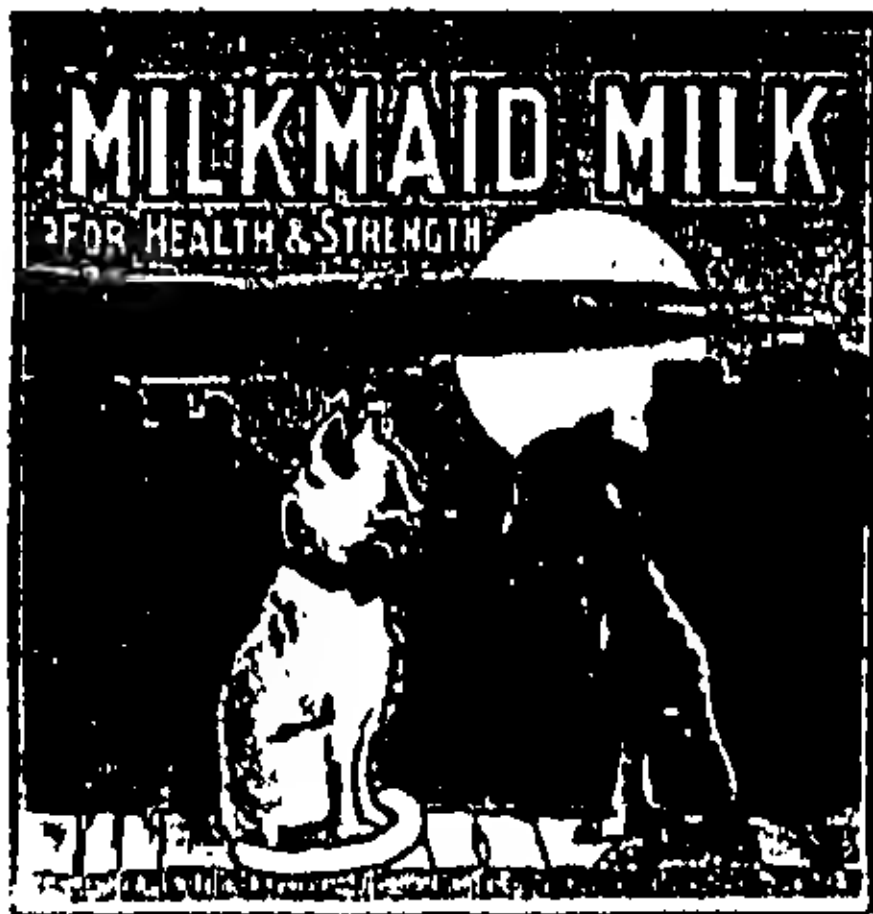
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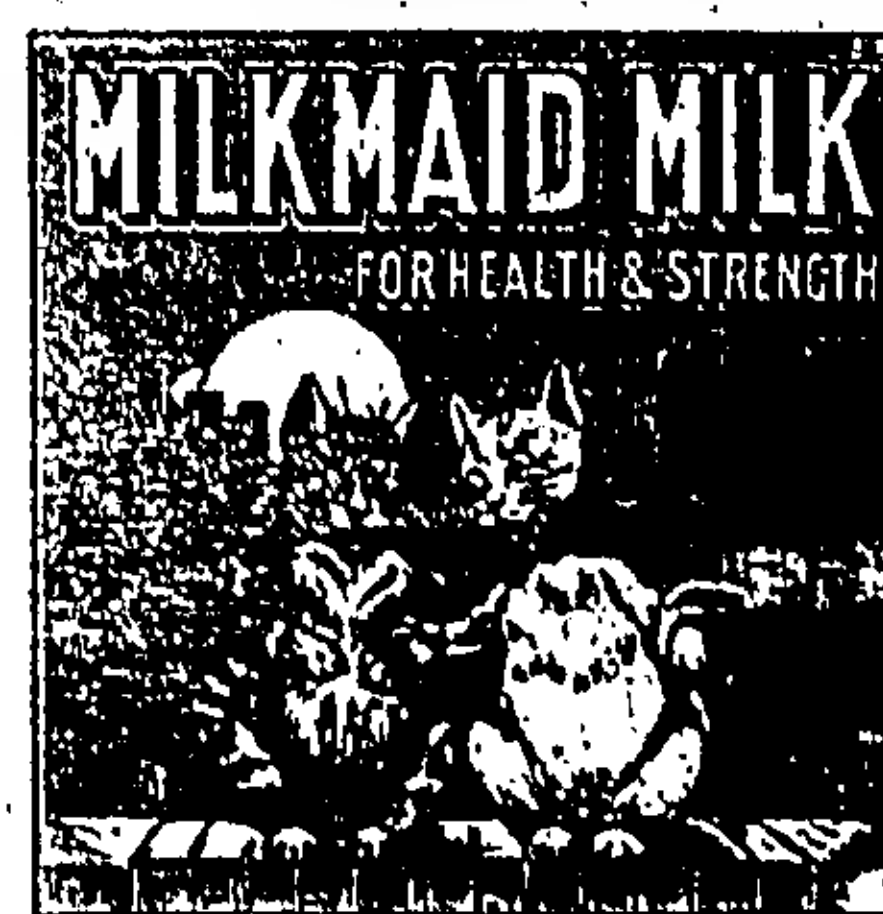
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WOMAN'S World



FAIRY LAMP SHADES.

MANY PERIOD DESIGNS.

The mention of Bohemia conjures immediately a vision of glass. In these post-war days we hear nothing of Bohemia, but under its perhaps less romantic name of Czechoslovakia it still sends us its beautiful and artistic glassware. And it is in the production of lampshades that these craftsmen are excelling themselves.

Silk lampshades are invariably expensive and always extravagant, for they collect dust so quickly, but they spread that much-desired "diffused" lighting effect. It is just that effect that has been reproduced by these newest of glass shades. It is called satin finished glass, and when illuminated, short of touching it, it is difficult to realise that it is not silk.

Then there is another delightful variety that unilluminated appears to be delicate china, and, perhaps most delightful of all, there is the craquelé glass. As its name implies, the surface is covered with a network of what seem to be fine cracks. Actually the surface is smooth, but the effect is similar to the fine lines seen on batik work.

Both shades and colours are in bewildering confusion, and there is no furnishing scheme that cannot be suited. For a hall there is a charming enclosed lantern. Its inspiration is of the Far East, both in shape and ornamentation. The former is pagoda like, and the latter shows a Japanese girl in bright kimono.

There are Dutch scenes to link up with your tiles or your pictures, and the colours are so soft as to be in complete accord with the tranquillity that is always exuded, in Dutch art. Perhaps you have some lacquer pieces; then the Chinese shades with their frosted surfaces and glowing hints will delight you. Or if you are truly English in your tastes, then there are shades without number which just whisper Chippendale, Sheraton, Heppelwhite.

Known as the incurved bowl is a lampshade intended for lighting the dining table. It makes a change from the inverted bowl, which is, of course, at its hammiest in the sitting-room. The former offers the same advantages, inasmuch as it completely shields the eyes of the diners while allowing a pool of light to illumine the table.

A shade that is as gay by day as it is by night is of an all-over

HIGH STANDARD OF TENNIS.

WHEN YOU JOIN A TENNIS CLUB.

The new member should join a club where she has friends with whom she can be sure of arranging some sets. She would have little success of she turned up casually in hopes of being able to make up a double, or even a single, with any strangers in the pavilion. Members of a club usually fix up between themselves to meet and play at settled times, and it is not good club manners to force one's self upon older members.

If two or four friends join together, they have every chance of taking advantage of the club facilities to the full.

Modern High Standard.

Tennis clubs in these days, when everybody is a keen admirer of Senorita de Alvarez or Borotra, are wont to seem somewhat exclusive to the would-be new member. She must prove that she is capable of putting up a good game before notice is taken of her. Club courts are not the place to practise volleying or to try to improve poor service, while other members are eager to play some serious sets.

Through her friends she will soon meet others of her form. It is scarcely to be expected that the club's star players will show interest or enthusiasm in a newcomer if she not had their practice.

Getting Known.

If she is a promising player and enters for the club tournaments, she has opportunity of knowing the rest whose names are on the list. This is, indeed, the quickest method of becoming known to the better players in a club.

Self-control and good temper on the courts are most important assets. To show annoyance at a partner's mistakes, or to betray chagrin at the prospect of being beaten, is not only exceedingly bad form, but earns the member an unenviable reputation, and if sharp words as spoken, draws the censure of the secretary, as the former will find to her cost.

pattern in hint; another embodies the rich tawny tones of autumn leaves, and a third the simplicity of the daisy. An exquisite rose design on a hanging bowl is so delicate that it is difficult to realise that the flowers are not real, and little country scenes glow on lamps intended for town dwellers.

SELECTIONS FROM LATEST PARIS HATS.

POPULARITY OF SMALL MODEL.



A study in points—black felt, with brilliant-set triangular buckle in front.

Paris, July 10.

Dear Cousin:

It was inevitable, of course, in all her shopping, that your friend Gloria would tackle the hat problem. It was something she couldn't miss—and I couldn't, for as you know hats are my particular weakness. I can resist diamond necklaces, and pass by pearls without more than a passing emotion but a really smart hat fills me with a longing that only possession can satisfy.

Carried Out.

Gloria and I have tired on something like a thousand hats apiece the last week—and Gloria has purchased half a dozen. I had to remove her forcibly from Maria Guy's or she would have been there yet. She was perfectly fascinated by those very fine straws with tiny brims that rolled away from her face and wanted one to match every one of her sport frocks. However, she compromised with one very wide brimmed pink straw, trimmed with a bouquet of white flowers, and a tiny bois de rose straw model, turned up in front, with a crystal ornament on the crown that looks like a miniature glass tree.

Maria Guy is making a very feminine type of hat this year, using very delicate pastels and trimming her small models with flowers, ribbon and funny little feather fancies.

Gloria is so pretty that she likes to do perfectly daring things in millinery, and to wear trying models that would make most women look like an appeal for help. I'm sending you photographs of some she selected that are absolutely uncompromising as to line and geometric as to cut, but quite chic.

The straw model is from Lewis, and comes in a delicate green shade with a circular flange of green across the front and a bit of green foliage, of a much deeper tint than the ribbon, finishes one side. That plain circular line



A delicate green straw from Lewis—trimmed with a green flange and green foliage.



Severely plain and circular is this navy blue felt—admirable with a blue tailleur.



Square across the forehead is this tan felt, trimmed with a fluffy tan pom-pom.

pleased her so much that she was an easy victim for a model of felt, absolutely untrimmed, in navy blue, which she decided was just what she ought to have to wear with her new blue tailleur—of course you know navy blue is extraordinarily smart this year, and it is surprising how many smart Parisiennes who never deserted black before, have stepped in line for navy blue.

A Human Weakness.

I suppose it was only human weakness that made her buy that absolutely tricky model which takes that square line across her brows, making it look like an aviator's hat—there are some faces that dare anything. This hat is of tan felt and has a fluffy pom-pom of tan feathers just over one of the earlaps.

You should see me in this hat! I am unbelievable in it. I had to remove it quickly to convince myself that it wasn't really so, that

no one really looked that way except in a nightmare. However, Gloria is smart in it—even Aunt Louise, who is very conservative about millinery, and believes you owe your face all you can give it, had to admit that Gloria was made for this hat.

Then, probably as a reaction from the circular line, Gloria suddenly crashed out in angles and bought what seemed to be a study in points—a black felt model with a point over the brow, another on the up-turned brim, and a triangular buckle set with brilliants. It too, is sharp and difficult to wear, but it becomes tractable in Gloria's hand—on her head, I should say.

And can you imagine me, surrounded by all this temptation, emerging with just one purchase clutched in the hand—well, I did. Gloria so overpowered me that I was immune to danger—almost. But when I saw the cunning little model of blue and white plaid taffeta, turned down all the way around, and laced up the front of the crown with red ribbon, I realized that I had my vulnerable spot and this hat had pierced it. And of course, I really did need it, for my blue suit, too, needs something to add to its joy in living. Luckily it has looked a bit sad and dispirited, and without this bit of red to liven it up, it would not have been long for this life, I fear.

Wants a Car.

Gloria is now talking about buying a car for her use over here—she says she wants a nice little roadster to set her off to the best advantage. She probably will do so before long—she says her letter of credit is still working, and that she knows her father wants her to be happy on her first trip to Europe. What a country your is! And how can the rest of us compete with such expensiveness!

I shall not expect to hear much from you for a short time, but that will not stop my chronicle. It seems to be my form of expression.

A BOOK ABOUT DANCING.

WHEN IT WAS FRIVOLOUS BEFORE.

Many books are written on the subject of modern dancing; it is a pleasure to turn to one which concerns dancing, without emphasis on "modern" or "old-fashioned," and without any extremes of criticism. Such a book is "Better Ballroom Dancing," by Mr. Edward Scott (Evelyn Nash and Grayson, 2s. 6d.). Mr. Scott's memories go back a long way. Yet "I do not remember any time when ballroom dancing, as generally practised, has impressed me as being really good." Mr. Scott thinks that in Elizabeth's "spacious days" dancing was probably very good indeed, and quotes Selden's "Table Talk" to show that in King Charles's time there was "nothing but trenchmore and the cushion dance, omnium gatherum, tolly-polly, hoite cum toite," which, as Mr. Scott observes, "does not convey a very dignified impression."

Antics That Destroy Art.

"There is much that is beautiful in all forms of conscientious art, whether of the present day or any former epoch, and much that is ugly in the spasmodic productions of destructive innovators.... We should therefore exercise a certain amount of tolerance towards efforts that we do not ourselves approve so long as we believe them to be sincere, but as regards what we know to be mere tongue in the cheek stuff, there is no call to suppress honest indignation. The author naturally did not care for the 'rags,' 'hugs,' 'jazz rolls,' and other absurdly named objectionable antics" that were popular a few years ago. He regretted the quieter and more sedate style of movement that followed this phase because it lacked the element of spontaneity and was too mechanical, "suggestive of the drill-sergeant rather than the genuine dancer."

The Indefinite Foxtrot.

Mr. Scott writes interestingly of the fox-trot, "perhaps the most indefinite of all indefinite dances," and of the tango, which, "unlike the fox-trot, is a dance with a very distinctive musical rhythm and an interesting but not altogether reputable history." He is frank about his own enthusiastic preference for the genuine waltz. When the author was a very young man the indignation of the Aberdeen Presbytery, he tells us, was aroused by the "close-bodied whirlings" of the waltz and other dances.

After that phase it became the fashion for the man to hold his partner at arm's length.

WALKING FOR HEALTH.

AND ALSO FOR BEAUTY.

Walking makes for grace both of movement and carriage, and the woman who can walk gracefully is never awkward in moving about the house. The reason the average town-dweller walks so indifferently is due to the fact that there is so little opportunity for real walking. Getting through a crowded street as best one can is no practice. To walk properly one must have space to move at the same rate and with the same gait all the time one is walking.

Many more women would take summer walking tours if they did not fear that the fatigue entailed would mar the enjoyment of the holiday. But there is no reason why this should be so, if a few simple rules are followed.

Unless the tour is fixed up in a great hurry, the would-be pedestrian should treat her feet to a few special foot baths to harden them, and make them less susceptible to blisters and soreness. Such a bath can be made by adding two teaspoonfuls of common salt to a footbath of hot water, and one such bath given night and morning for a week or ten days before the tour starts.

Every morning before setting out for the day's walk the feet should be plunged into cold water for a second or two, and while still wet well lathered with soap both on the soles and sides, and especially over the heels, to prevent chafing.

Every night after the hot water and salt foot-bath, which should never be omitted during the tour, look the feet over, and if there is any sign of redness or inflamed spots on the soles or heels, a little vaseline should be gently rubbed in.

Suitable Shoes.

Never attempt to walk long distances in high-heeled shoes. Choose shoes which, while fitting comfortably, are not too large. Blisters invariably result from a shoe that is too large, as in such a case there is bound to be uncomfortable friction at the heels. A comfortable shoe with a thick sole and a low broad heel, and sports stockings that fit perfectly are also necessary if one is to be really comfortable.

Dinner dresses of black lace and chiffon have touches of flesh chiffon at neck and sleeves. Sometimes pearl or rhinestone trimming is used on the pink.

Tucks are one of the most popular forms of trimming on the crepe frocks, often in groups, scalloped or stitched distinctively to give an absolutely new effect.

GEORGETTE AND LACE.



Beige georgette with the yoke, flounces and sleeves of matching lace.

A MATCHING PARASOL.



Blue, pink and lavender chiffon, complemented by a very feminine Victorian parasol.

THIS WEEK'S RECIPE.

APPLE ICE CREAM.

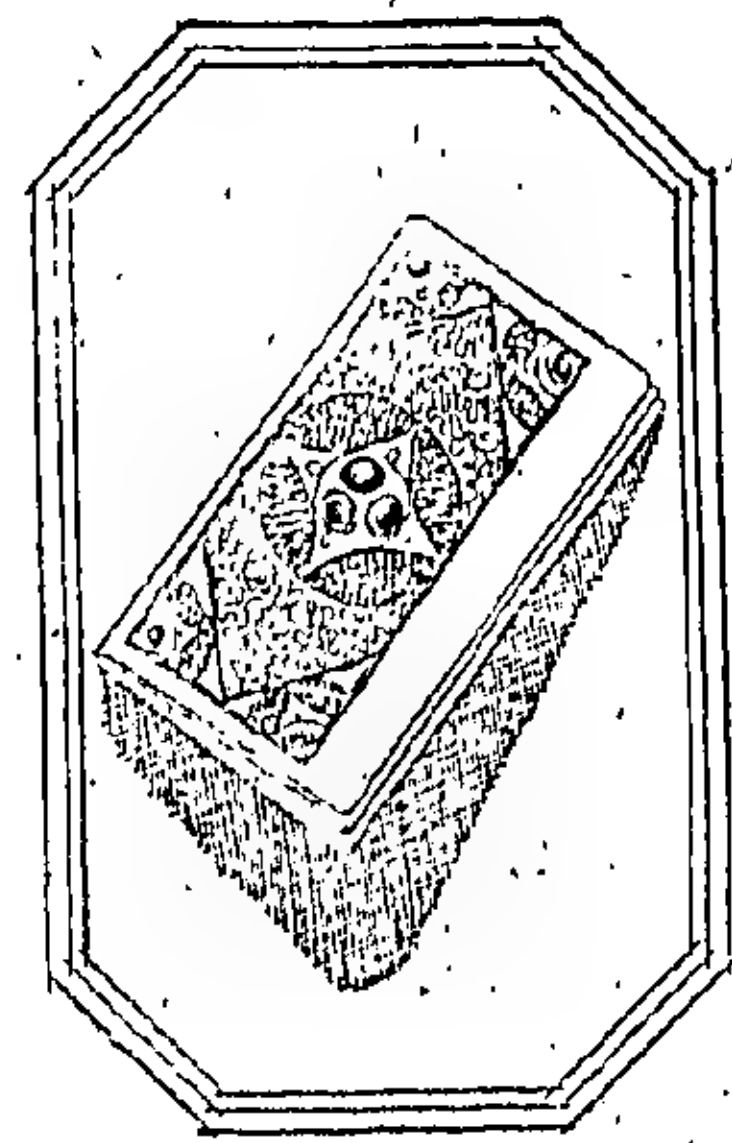
One pint milk, 1 pint thin cream, 2 cups apple pulp, 1½ cups sugar, 1-8 teaspoon salt.

Combine milk and thin cream and scald in double boiler. Add sugar and salt and cool. Bake seven or eight tart apples. Scrape out pulp and put through a ricer. Add to cooled milk and sugar mixture and turn into freezer. Freeze to a "mash" and add cream whipped until stiff. Or the whipped cream can be added just before freezing. This ice cream can be frozen with or without stirring. If frozen with stirring use 3 parts ice to one part salt. If frozen without stirring use 4 parts ice to one part salt and let stand four hours.

Keeping Lemon Rinds.

Lemon rinds, thinly peeled, dried in the oven, pounded and sifted, will keep in well-corked bottles. Lemon rinds may be used to flavour delicate stews of poultry, veal or lamb, or for veal forcemeats.

FOR EVENING.



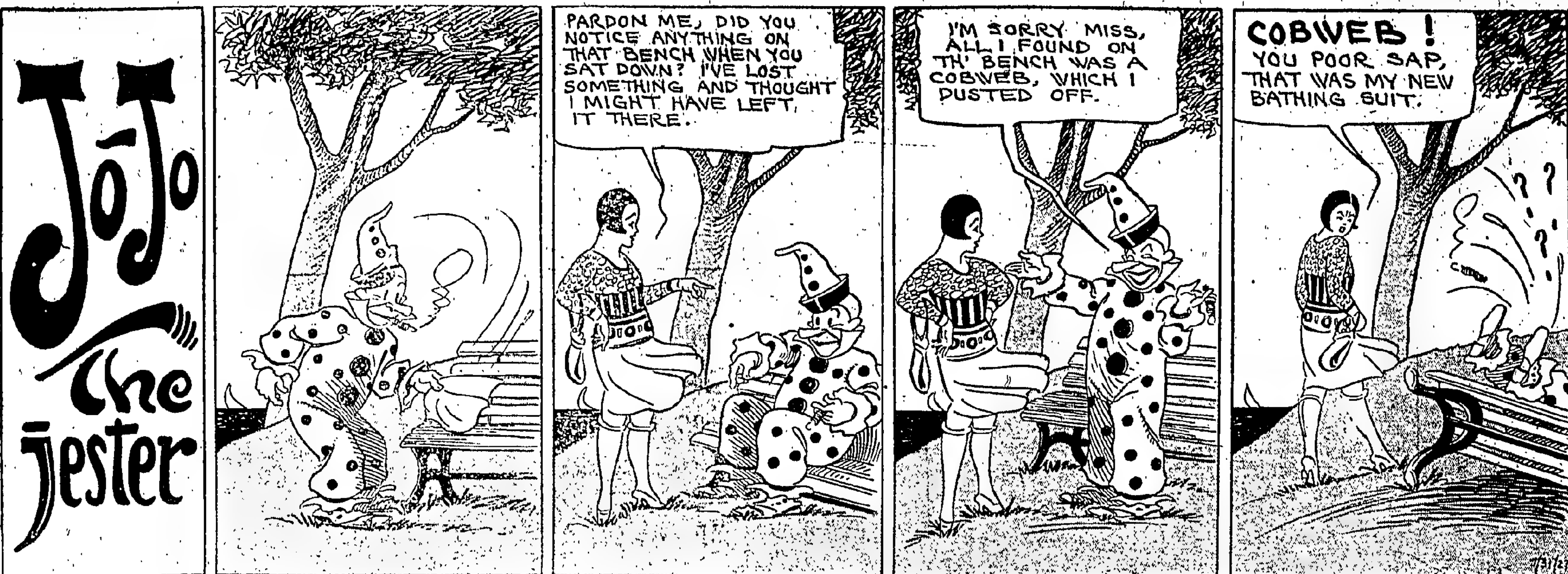
Silk envelope bags for evening are very smart at the moment—this is of magenta faille, embroidered in gold and blue.

SPLASHED STOCKINGS.

The old saying insists that prevention is better than cure. But where mud-splashed stockings are concerned the prevention idea does not appeal very much to the feminine mind, judging by the continued popularity of low cut shoes for wet weather. So now comes the cure. It takes the form of a small cake of a special mud-removing preparation which can be carried in the handbag. One application of this preparation to the mud splash and the stain disappears. It is direct and simple in use and needs no preparation.

New Theatre Wraps.

Many of the new theatre wraps have high collars of pinkish-beige ermine—or rabbit. These collars follow the form, more or less modified of the marvellous ermine collar launched by Mae Murray when last she was in Paris. That was an extravagant affair which made an adorable frame for a pretty woman's head and hair. The outline is "Medici" and this pinkish-beige ermine is at its best when combined with silver lame and chiffon of the exact tint of the collar.



SALESMAN SAM



WHITEWAYS FOR STANDARD VALUES

THE WORLD OF SPORT

COUNTY CRICKET.

LANCASHIRE LOSES THE LEAD.

BEATEN BY SUSSEX.

What is probably the most sensational result in the county Championship this season was the defeat of last year's winners by an innings and 196 runs. In neither of Lancashire's innings could they muster more than 100 runs and in the two attempts they only scored 175 runs.

Coming at this vital stage of the championship race, Lancashire's defeat may possibly cost them the premier place. Notts, by virtue of her victory over Glamorgan, takes first place and with only two matches remaining looks like winning the championship for the first time within the last ten years.

The results of the other matches have little bearing on the championship table, it now resting almost entirely between the two leaders as to which County will be successful.

The chief individual performances were:

Batting.		
Holdsworth (Sussex).....	154	
Leyland (Yorkshire).....	127	
A. E. Gilligan (Sussex).....	103	

Bowling.		
Parker (Gloucester).....	7 for 38	
Tate (Sussex).....	6 for 28	
Root (Worcester).....	6 for 75	
Browne (Sussex).....	4 for 21	
Mills (Gloucester).....	3 for 23	

LANCASHIRE BEATEN.

Sussex Trundlers Prove Almost Unplayable.

Sussex, a county with a somewhat indifferent record to date, has the distinction of being the only side to claim a victory against last year's winners of the Championship, winning at Eastbourne by an innings and 196 runs. The scores were:

Lancashire: 99 and 76. Sussex: 371.

Although Lancashire were dismissed cheaply in both innings, there were no bowling performances of note against them in their first knock. In their second innings Browne and Tate took all the wickets. The former captured four for 21 runs while the latter took six for 23.

Holdsworth and A. E. Gilligan each scored a century for Sussex. Holdsworth claimed 159 of the runs, while the skip contributed 103.

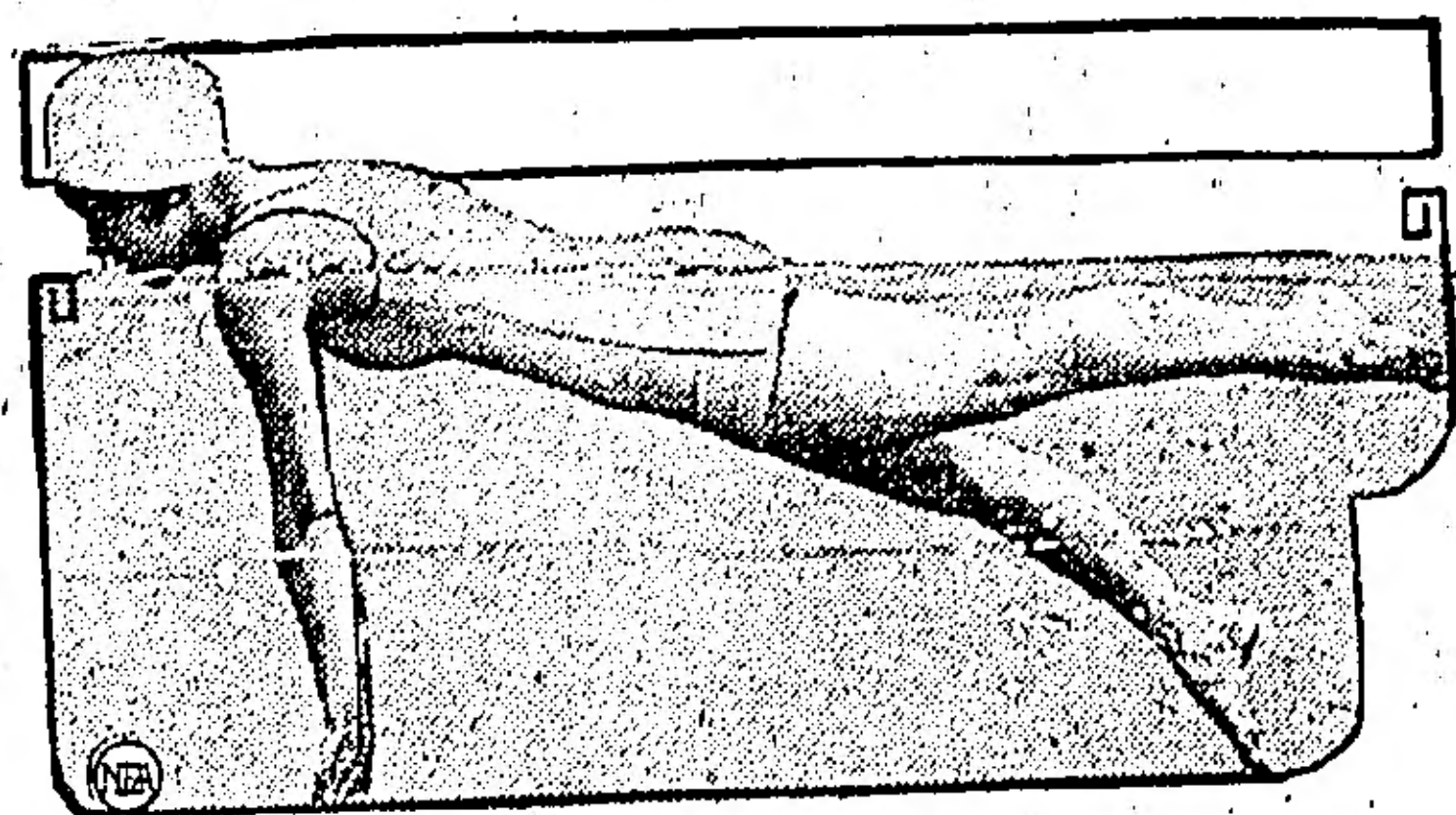
Championship Table.

The positions of the four leading counties are as follows:

	P.	W.	L.	In.	Res.	Pts.	Pts.	Per.
Notts	26	11	2	8	4	1	208	69.23
Lancs.	27	10	1	10	5	1	216	68.98
Derby	19	8	2	2	3	4	152	65.13
Yorks	27	9	3	6	6	2	210	61.11

SWIMMING SIMPLIFIED.

SCISSOR KICK OF LEGS IS MERELY ONE LEG MOVING UP, OTHER DOWN.



All crawl stroke swimming leg drives are the combination of the so-called scissor kick, which can best be described as a front and back opening and closing of the legs. One leg moves up as the other moves down, each going all the time without stop or pause.

A good way to practice the leg thrash is to lie face downward in the shallow water, hands on bottom, or if you are in a swimming pool hold onto the side of the pool, with the legs straight out.

Practice thrashing them up and down. Have the knees straight, but let the legs relax somewhat. The feet should be separated about six or eight inches.

Start slowly at first, until you master a steady and even thrash.

Practice until you can quicken the kick, until you are able to churn the water considerably.

Your only real care or worry is to see that the legs are set in motion before the arms and to see that they follow closely the back and forth roll of the body.

U.S. LADIES TENNIS.

MRS. MALLORY BEATEN.

Forest Hills, Aug. 26. In the National Lawn Tennis Championship, Mrs. Chapin beat Mrs. Mallory (champion), 6-3, 1-6, 6-4.—*Reuter's American Service.*

"Our Betty" Still In.

London, Aug. 26. Miss Betty Nuthall who, though the youngest competitor, distinguished herself at the Wimbledon lawn tennis tournament this season has reached the fourth round of the American Women's Singles Championship.

When play opened yesterday, all the British players were still in the championship, which has never yet been won by an English woman, but after Miss Nuthall had the opening of the day against Miss Penelope Anderson, of Virginia, all her countrywomen were beaten.

Miss Nuthall's victory takes the girl champion of England into the last eight.—*British Wireless.*

Betty Nuthall in Semi-final.

Forest Hill, Aug. 26. Miss Betty Nuthall beat Miss Eleanor Goss, in the American Women's National Lawn Tennis Championship tournament, by 4-6, 7-5, 6-2.

Miss Betty Nuthall is now the only European left in the contest. She will meet Miss Chapin tomorrow in the semi-finals, the other semi-finalists being Misses Helen Wills and Helen Jacobs.—*Reuter's American Service.*

DAVIS CUP.

FRANCE QUALIFIES TO MEET AMERICA.

Boston, Aug. 26. France beat Japan in the Davis Cup inter-zone final. Burton and Cochet beat Harada and Ohta 9-7, 6-1, 6-2.—*Reuter's American Service.*

BIG OIL COMBINES.

A \$144,726,000 COMPANY.

The Standard Oil Company of New Jersey is one of the world's giant concerns, says a Home paper, discussing the recent petroleum controversy.

It controls companies producing in nine American States, Peru, Colombia, Mexico, Rumania, Poland, Canada, and the Dutch Indies. Its fleet has a total tonnage of over 900,000 tons. Its capital is \$63,630,475 dollars (approximately \$120,726,000) in common stock and 120,000,000 dollars (roughly \$240,000,000) in debentures.

The Standard Oil Company of New York does not operate oil-producing properties directly, but through subsidiary producers in the principal American oilfields. It was acquired by the Standard Oil Co. (New Jersey) in 1899, but was segregated in 1911 following the decision of the American Supreme Court that the latter combination violated the anti-trust laws. Its refineries have a capacity of over 150,000 barrels a day.

The Royal Dutch Company has a capital of approximately \$50,000,000. It is registered in Holland. It owns 60 per cent. of the capital of the Datasche Petroleum Company and the Anglo-Saxon Petroleum Company, the latter 40 per cent. being owned by the Shell Transport and Trading Company (Limited).

The Oil Magnates. It produces oil in Dutch East Indies, Sarawak, Egypt, Rumania, Mexico, Trinidad, Venezuela, &c. The Vacuum Oil Company is mainly a refining company. It has a capital of approximately \$14,000,000. It does a large export business.

The Rockefeller, led by "John D.", are the great oil magnates of the United States, with family fortunes which seem like the figures of the National Debt. They are the money power of the various Standard Oil Companies, but nowadays do not appear on the directorates. They are at the centre of American oil production, which means that they are dominant in the world supply.

In 1926, for instance, American crude petroleum production was 102,649,000 metric tons and the whole world's 145,190,647 metric tons.

Sir Henry Deterding is the biggest figure in the oil world of Europe.

A cricket match was played at Alton (Hampshire) recently, when a team composed entirely of members of the Eggar family played the Eggar Grammar School. The Eggar family are lineal descendants of John Eggar, who founded the grammar school in 1640. The Eggar family scored 124 and the School 115.

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LEARNING'S MARTYRS.

M.P. WANTS INCREASE OF £75 PENSION.

Mr. Hurd asked in the House of Commons recently whether, in order to provide adequate State recognition of self-sacrificing and devoted services to medicine, science, philosophy, and literature, an increase could be arranged in the Civil List pension of £75 now awarded, or supplement that sum by some other form of recognition.

Mr. Churchill said the amount which could be distributed in any given year was strictly limited by the statutory provisions of the Civil List. In the present circumstances he could not contemplate any legislation to revise that arrangement.

Mr. Hurd asked whether he regarded £75 a year as adequate recognition to a person who had rendered devoted service to science which sometimes involved the loss of a limb.

Mr. Churchill said the question should not be raised at question-time because it was really a matter for debate.

Mr. Harris asked whether consideration had been given to the increased cost of living in fixing these grants.

Mr. Churchill said the sum was very small which the Prime Minister had power to divide, but if it were decided by the House that the amount should be revised some motion would have to be put down.

A gold dagger and other treasures from Ur of the Chaldees (the birthplace of Abraham in Mesopotamia) are now on view daily at the British Museum.

Mr. C. L. Woolley, leader of the expedition to Ur resumes operations there in October, and hopes as, in former years, to be able to send to each subscriber of £1 more a souvenir in the shape of pottery, beads or other objects that may be discovered.

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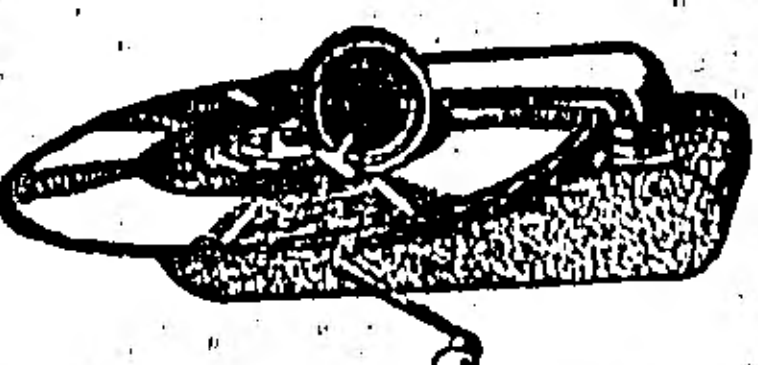
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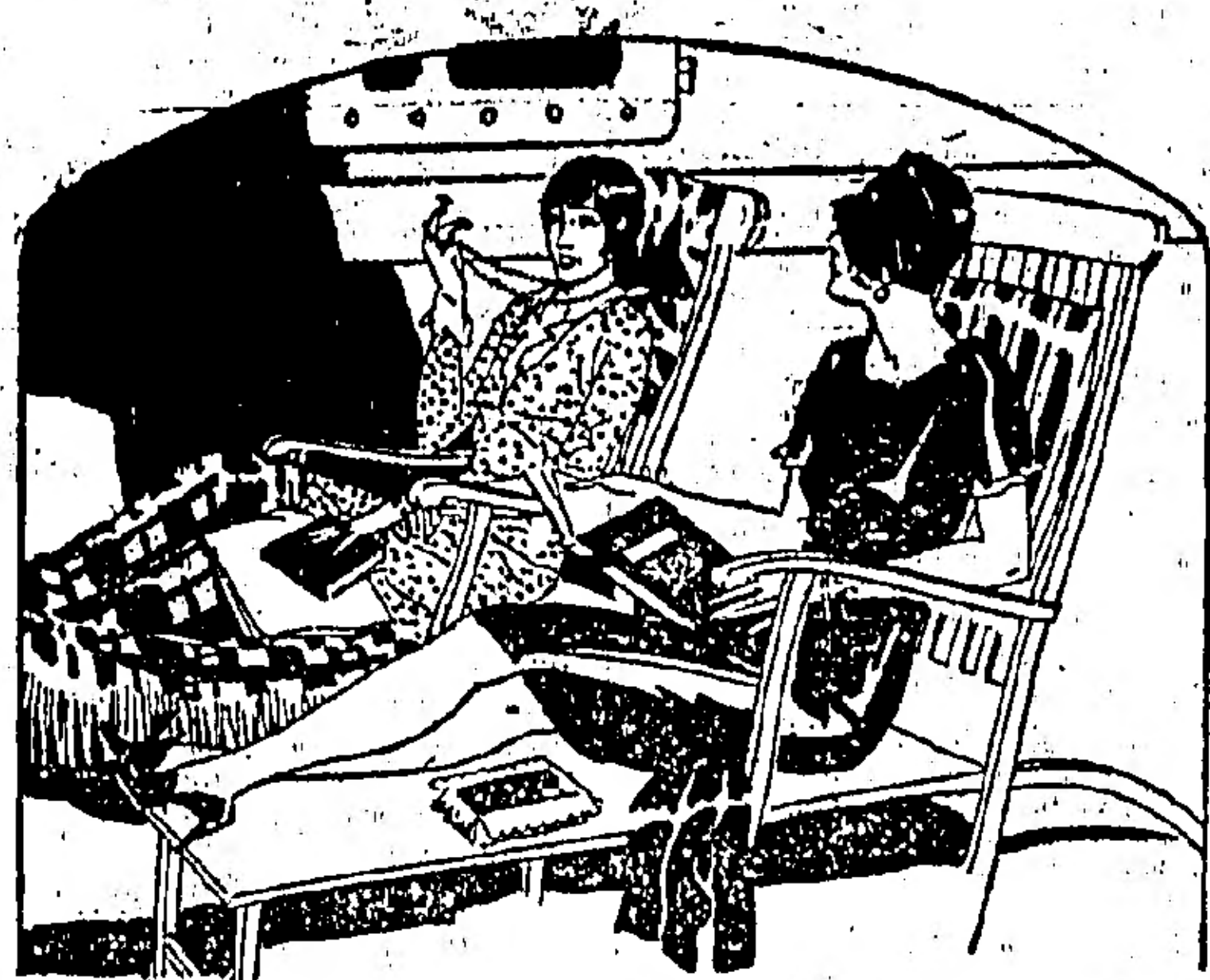
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SANDAKAN	Mausang	Satur. 27th Aug at noon.
STRAITS & Calcutta	Kumsang	Sun. 28th Aug at 8 a.m.
TSINGTAU Swatow & S'hai Yatsing	Sun. 28th Aug at 10 a.m.	
CANTON	Hopsang	Tues. 30th Aug at 6 a.m.
TSINGTAU Swatow & S'hai Walsing	Wed. 31st Aug at 10 a.m.	
STRAITS & Calcutta	Fooksang	Thurs. 1st Sept at 3 p.m.
TIENTSIN	Chipsing	Satur. 3rd Sept at 5 p.m.
TSINGTAU Swatow & S'hai Hopsang	Sun. 4th Sept at 10 a.m.	
STRAITS & Calcutta	Kutsang	Mon. 5th Sept at 3 p.m.
TSINGTAU Swatow & S'hai Chaksang	Wed. 7th Sept at 10 a.m.	
OSAKA Amoy, Moji & Kobe	Laisang	Fri. 9th Sept at 7 a.m.
TSINGTAU Swatow & S'hai Kwaisang	Sun. 11th Sept at 10 a.m.	
STRAITS & Calcutta	Namsang	Sun. 12th Sept at 3 p.m.

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M.V. "FORMOSA"	20th November

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FOOTBALL CLUB.

MENACE OF THE OLD TRESTLE STANDS.

The annual meeting of the Hongkong Football Club was held at Messrs. Jardine, Matheson and Co. Ltd. last evening under the chairmanship of Mr. J. McCubbin. The report and accounts were adopted and the chairman proposed Mr. F. C. Hall as President for the coming year, saying that he was one of the oldest members of the Club and one with whom it was a real pleasure to work. Nothing was a trouble to him and he had always shown by his presence and his work that he had the interests of the Club at heart.

The nomination was enthusiastically received and carried. Mr. Hall, expressing thanks, saying that he had been a member of the Club for 23 years and had played both rugby and soccer.

Other officers elected were:—President, Mr. F. C. Hall, Vice-President, Mr. G. M. Shaw, Chairman, Mr. A. T. Hamilton, Hon. Secretary, Mr. H. M. MacTavish, Hon. Treasurer, Mr. D. J. Purves, Captain, Association eleven, Mr. C. W. Bishop, Vice-Captain, Mr. A. McBride, Captain, Rugby fifteen, Mr. C. D. Wales, Vice-Captain, Mr. F. L. Foster. The General Committee was elected as follows, Messrs. J. McCubbin and C. B. Robertson (soccer) and Messrs. J. Ralston and S. J. Jordan, (rugby).

Reference to Mr. Logan.

With regard to the selection committee Mr. Linaker suggested that it should be elected at a general meeting and not by the committee. Mr. Hall said he thought it was better for the players to form their own committee as it was up to the players themselves to pick the team. Mr. Linaker said he thought the players ought not to select themselves.

It was decided to appoint the committee at the meeting. Messrs. F. Black and R. Logan being elected.

The Chairman said the meeting could not close without some reference to the death of one of their most promising members. He referred to Mr. D. C. Logan, who had recently passed away. Mr. Logan was a

worthy son of a worthy past President of the Club, and one with whom he was very intimate. Mr. Logan was one of the finest men it had ever been his privilege to meet. That he was taken away in the prime of his life was a matter of the greatest possible regret. Continuing, Mr. McCubbin said that in expressing sympathy with Mr. Logan's parents he was voicing the sympathy of all members of the Club. The secretary was instructed to make a note on the minutes of the expression of sympathy which had been voiced by the members.

Three Life Members.

Mr. McCubbin referred to life members of the Club and said that as far as he knew there were no life members at present. He therefore proposed that the Hon. Mr. A. O. Lang, Mr. W. Logan and Mr. R. J. Wilton, three men who during their time in Hongkong had done a great deal for the Club, should be elected life members. The proposal was seconded and carried.

Mr. Lyon asked for information with regard to the Government's plan of alterations at the Club's ground. Mr. Hall said the Public Works Department had taken great exception to that wonderful scheme the Chinese had of erecting trestle stands on the ground. The Club had received notice that such stands would not be allowed and that proper stands must be erected. If the Club did not do the work the Government would.

Rugby Impossible.

The Club would therefore erect stands and he believed it was the proposal of the incoming committee to make a small charge for admission to them. Stands could not be put further back as they would encroach on other club's grounds. In the circumstances he thought the arrangement would preclude all possibility of rugby being played on the ground.

The trestle stands constituted a great menace. The new ones would enable the crowd to be controlled, and would prevent spectators from rushing across the field. The Government had been very accommodating in the matter and had given the Club every assistance.

Mr. Linaker's proposal that honorariums of \$400 and \$100 respectively should be granted to the Hon. Secretary and Hon. Treasurer respectively was carried. Mr. Howell suggested that the League should be approached with a

BAND CONCERT.

PROGRAMME FOR SUNDAY AT KOWLOON DOCK.

The following is the programme for the band concert to be given at the Kowloon bathing beach on Sunday by the band of H. M. 1st. Bttn. The Cameronians, by kind permission of Lt. Colonel E. B. Forsters, D.S.O. and officers.

- The conductor will be Mr. Horace E. Dowell, L.R.A.M.
- Overture, "Zampa" (Herold).
- Cornet Solo, "My Ain Folk" (Lemon).
- Excerpts from the opera "Carmen" (Bizet).
- Intermezzo, "The Butterfly" (Bendix).
- Hungarian Rhapsody, "No. 1" (Liszt).
- Numerous Variations on "Three Blind Mice" (Latter).
- Czardas, "Spirit of the Woods" (Grossman).
- National Fantasia on "Scottish Airs" (arr. Godfrey).
- The Cameronian Rant. God Save the King.

One of the most important parties to visit Canada during the present summer will be a group of British newspaper publishers and editors due in Quebec to tour the country from coast to coast. There will be about a hundred in the party. The visitors will arrive in Quebec on the Canadian Pacific steamer Montrose. The Dominion Government, the Provincial Governments and the municipalities through which the visitors will pass are participating in arrangements.

The meeting concluded with votes of thanks to the Chairman, the auditors, Messrs. P. Hennessey Smith and W. L. Alexander, and to Messrs. Jardine Matheson and Co. Ltd.

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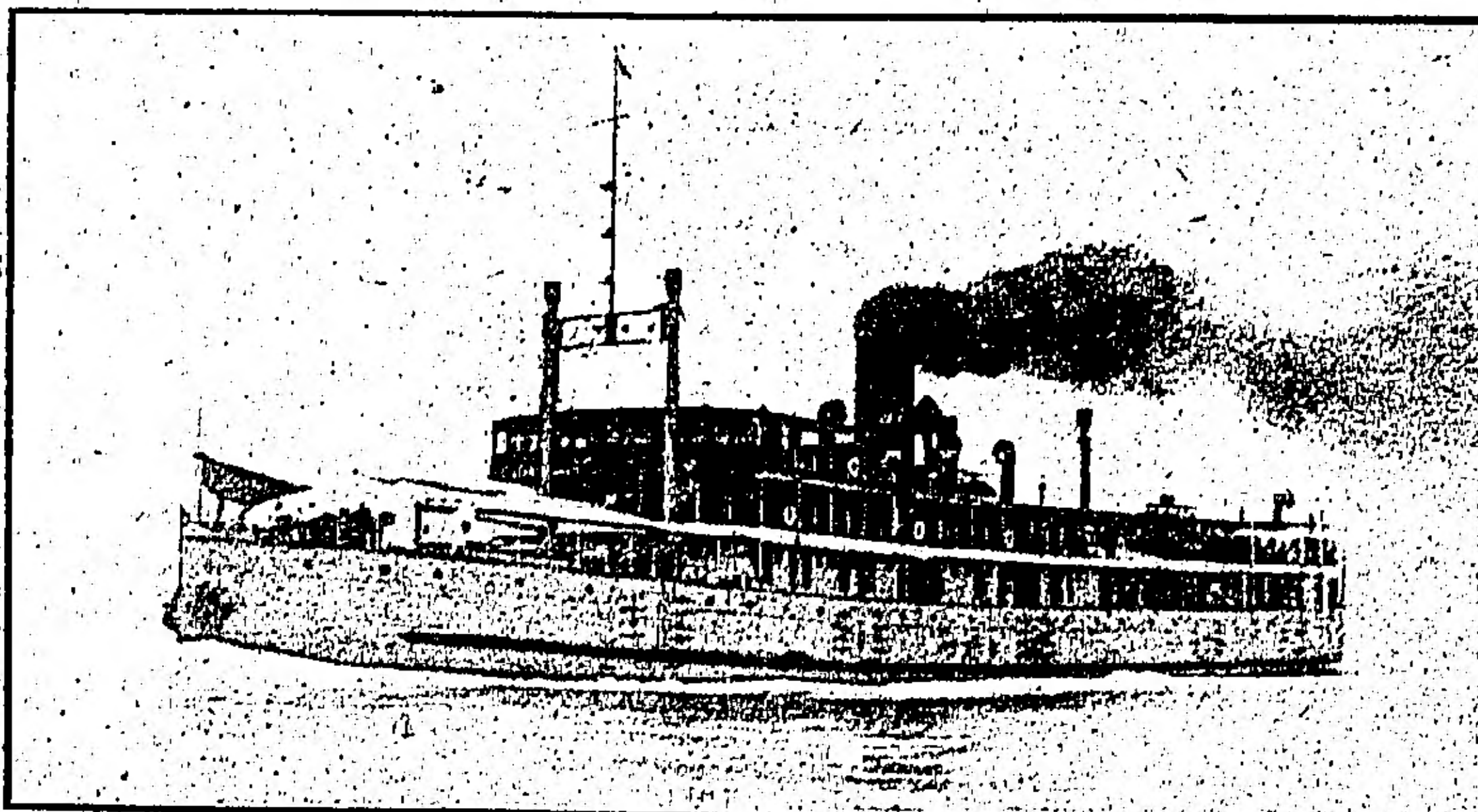
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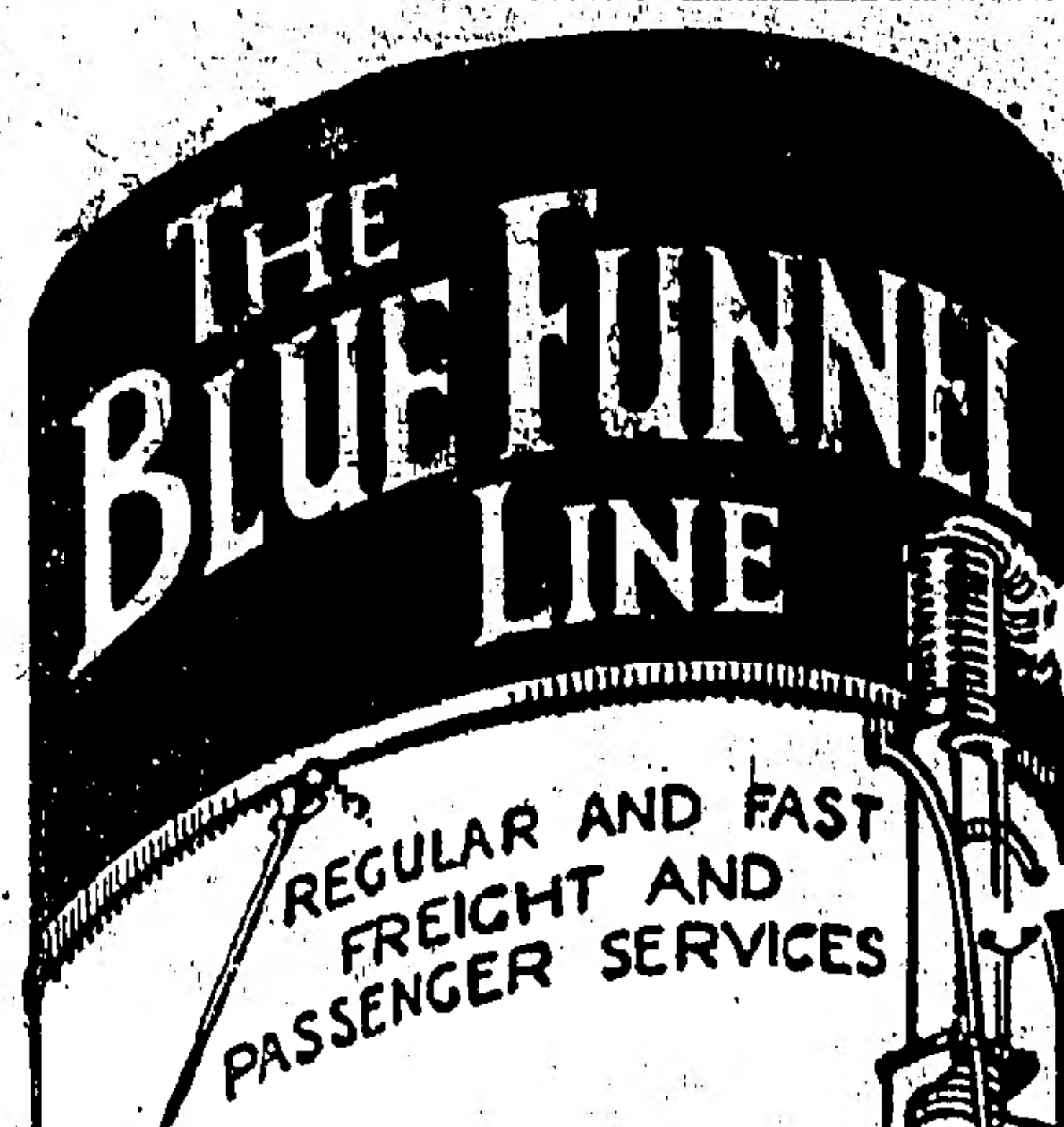


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"NELEUS"	24th Sept.	London, Rotterdam & Hamburg
"HECTOR"	5th Oct.	Marseilles, London, R'dam & Glasgow

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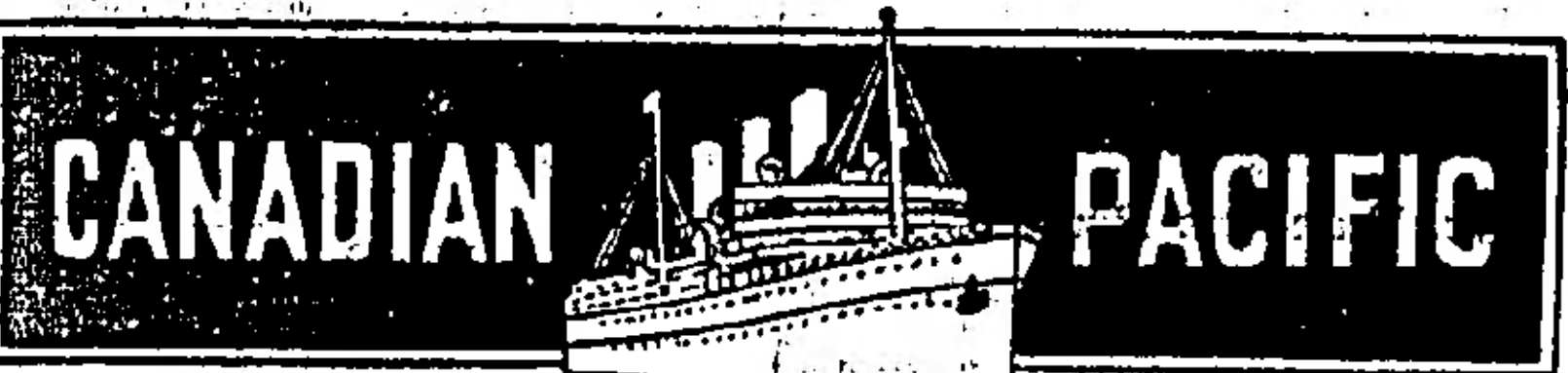
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EMPERESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
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HONGKONG NAVAL BOXERS AT HOME.



An interesting picture received from Home showing the boxing team trained by Jim Carlidge at Devonport, which took part in the Services Boxing Trophy there. Members of the team won four championship belts (bantam, feather, welter and heavy), and five runners-up. Hongkong folk will doubtless recognise Seaman Rogers (middle of back row) who fought as a feather-weight here two years ago; Stoker Moir (middle of standing row) who fought here as a heavy-weight; and Jim Carlidge himself, on the extreme right of the picture.

LOAN FOR PUBLIC WORKS.

(Continued from Page 1.)

No Military Contribution.

15 All money appropriated out of the revenue and assets of the Colony for the payment of the interest on the bonds and for the formation of the sinking fund, and all dividends, interest or produce of any investments which represent any portion of the sinking fund, shall be deducted from the Colonial revenues before the calculation of the sums payable to His Majesty's Government under the Defence Contribution Ordinance, 1901.

Objects and Reasons.

The object of this Ordinance is to give the Governor power to raise a loan of \$5,000,000 for the purposes specified in the Schedule to the Ordinance, namely:

- (1) Water works development \$3,500,000.
- (2) Aerodrome and harbour development \$1,000,000.
- (3) Other public works \$500,000.

2. The first item relates to the Shing Mun water scheme, and the figure of \$3,500,000 is believed to be a fairly close estimate.

3. The second item includes the contribution of the Colony to the formation of an aerodrome, which will be partly for military purposes. It also includes certain dredging operations which will be useful both for the development of the harbour and for the purpose of forming the aerodrome. This item cannot at present be precisely estimated.

4. The third item, "Other public works," is perfectly general, but section 3 (1) of the Ordinance provides that no expenditure is to be incurred in respect of this item unless such expenditure has been approved by a resolution of the Legislative Council and by the Secretary of State.

5. As it is obviously impossible to foresee the exact expenditure on the Shing Mun scheme, and as the second item in the Schedule is admittedly not a precise estimate, provision is made in section 3 (2) of the Ordinance for the transfer of money from one item of the Schedule to another, but no such transfer can be made unless it has been approved by a resolution of the Legislative Council and by the Secretary of State.

Based on War Loan.

6. Sections 4 to 12 are practically copied from sections 3 to 11 of the War Loan Ordinance, 1916, Ordinance No. 12 of 1916. The dates differ of course, but there are no other changes if any substance in these nine sections. The loan is to be redeemable at par on the 1st November, 1938, but at any time after the 31st October, 1932, the Governor may approve of the redemption by purchase of bonds to such total value as he may determine, and at any time after the 31st October, 1932, he may direct drawings by lot of bonds to such total value as he may determine. The interest on the loan is to be 6 per cent.

7. Section 12 of the War Loan Ordinance, 1916, which exempted from all taxation the bonds issued under that Ordinance, is not repeated in the present Ordinance.

8. Section 13 and 15 of the present Ordinance are copies of sections 13 and 14 of the War Loan Ordinance, 1916. Section 15 of this Ordinance exempts from military contribution all moneys appropriated out of revenue for the payment of interest on the bonds and the formation of the sinking fund, and also the interest on any investments representing the sinking fund.

9. Section 14 of the Ordinance makes this loan a trustee investment.

CLIFF DRAMAS.

CLIMBER'S 100 FEET FALL.

Hundreds of visitors spent an exciting couple of hours watching a thrilling and dangerous cliff rescue at Ilfracombe last month.

Two visitors from Kentish Town, London, Mr. William J. Raymont and Mr. Harry Robinson, attempted to climb from White Beach to the top of the cliff, which is about 300 feet high at this point.

Having scaled about 100 feet up the cliff face they appeared to be in difficulty, and began to retrace their steps. Robinson descended safely, but his companion could not do so, and again tried to reach the top.

At a height of about 250 feet he could get neither up nor down, and in this position he remained for two hours, clinging with outstretched arms to the precipitous face of the cliff. "I can't hold on much longer," he shouted.

Several would-be rescuers got near him, and although they could not reach him they told him that help was coming and encouraged him to hold on.

After a long wait two coastguards and three policemen arrived with ropes, and with the help of a local tradesman lowered Raymont to the beach.

Even here the difficulty was not at an end, for the tide had risen, and rescuers had to wade chest deep through the water to safety.

REALTY COMPANY.

(Continued from Page 1.)

the Report and Accounts for the Financial Year ending 30th June, 1927, as presented, be adopted and I shall be much obliged if some shareholder will kindly second such proposal, whereupon questions as to the Report and Accounts may be raised.

The adoption of the Report and Accounts having been proposed and seconded, I shall be pleased to endeavour to answer to the best of my ability any questions which any shareholders may raise thereon.

When Mr. Thomas Melsom, junior, of St. Paul's-road, Walworth, a wireless mast erector, yesterday petitioned for divorce from his wife, against whom he received a decree nisi for divorce in 1920, Mr. Justice Swift asked Mr. Laty, who appeared for the petitioner, how often his client thought he could come to the Court and ask for a divorce.

Counsel said he hoped this would be the conclusive application. His Lordship: The granting of divorce is not merely for the amusement of the parties. If people come here and obtain a divorce and then go and live together again, when they come a second time they may not find their petitions are entertained. Mr. Laty said the decree of 1920 was rescinded on the application of the King's Proctor, when it was known petitioner and his wife were living together again. The wife was now charged with misconduct with a man at Peckham.

ACKNOWLEDGMENT.

The following telegram from Shanghai was received by the Netherland Consulate General, Netherland Consulate General, all. Quist.

TO-DAY.

Dollar on demand 1/11 7/16
Lighting-up 6.45 p.m.

SUICIDE NOTICE IN NOVEL.

GIRL'S JUMP FROM A BOAT.

The story of a girl who, after writing an announcement of her intention to commit suicide in a copy of the novel "The Sheikh," jumped from a boat and was drowned was told at an inquest at Hackney, E., on Caroline James, a servant, aged 19.

Dr. Edwin Smith, the coroner, said the girl's body was taken from the River Lea at 6 a.m. At 2 a.m. a constable met a young man named Abrahams, who told him that the girl had fallen out of his boat and been drowned. He was detained until her body was recovered.

The coroner said that in the flyleaf of a book called "The Sheikh" the girl had written:

"Forgive me for doing this terrible thing, but I cannot put up with the terrible ordeal of always looking for a job and of trying to satisfy these people. I cannot stand it any longer. I shall now be happy with dear brother and Uncle Will."

Don't think me a wicked girl, dear mum, for this is the end. I cannot stand any more misery. Young Man's Story.

Harry Abrahams, an engraver, of Forburg-road, Hackney, said he was in the habit of spending his evenings on the towing path of the Lea and occasionally taking girls for a row. On Monday night he saw this girl, whom he knew, and asked her if she would like to go for a row, and she replied that she would not mind.

Suddenly she leaned over the side of the boat, apparently to put her hand into the water. But instead she slid over the side into the river. I stopped the boat and paddled towards her, but she swam away from me. I called to her and grabbed at her and caught her hair, but lost hold of her and she disappeared all at once.

I should think she had been swimming five minutes altogether. All she said as she slid over the side was, "My God!" I called for help but no one came, and I then rowed about for half an hour in the hope of finding her.

The Coroner: As you did not yet wet at all—not even the cuffs of your coat—it does not look as if you made any great effort to get at her.—I did my best and I could not have more than I did.

Dr. R. M. Bronte, who made a post-mortem examination, said there was no evidence of injury.

The jury returned a verdict of Suicide while of Unsound Mind.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

1. A courier and ambassador: he arranged the peace terms between England and Spain for Philip IV. 2. George Romney, 1734-1802. 3. Sir James Thornhill (1675-1748), Serjeant Painter, and decorator of many interiors. 4. The Sicilian Antonella de Messina in the thirteenth century. 5. Hans Holbein, painter of "The Ambassadors." 6. El Greco, Dominico Theotocopuli. 7. Pharo, Corbet, Manet, Degas, Renoir, and Matisse. 8. Rodin. 9. Blumens. 10. Michael Angelo; the ceiling and walls of the Sistine Chapel of the Vatican, painted by Pope Julius II. It took him four years, most of the work being done by the artist's pupils on his back. 11. Famous German wood engraver of Hungarian descent, 1471-1528. 12. Velasquez.

The Hospital Comforts Committee begs to acknowledge, with many thanks, receipt of gramophone records from Mrs. H. K. Holmes, parcels of literature from Mrs. A. R. Sutherland and the Hon. Mr. J. Owen Hughes, packs of playing-cards from Messrs. Donnelly and Whyte, and 500 maps of China from the South China Morning Post.

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SHE DEFIED LIFE'S CONVENTIONS IN HER SEARCH FOR THRILLS

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Scenario by
EVE UNSELL, from the
story published in
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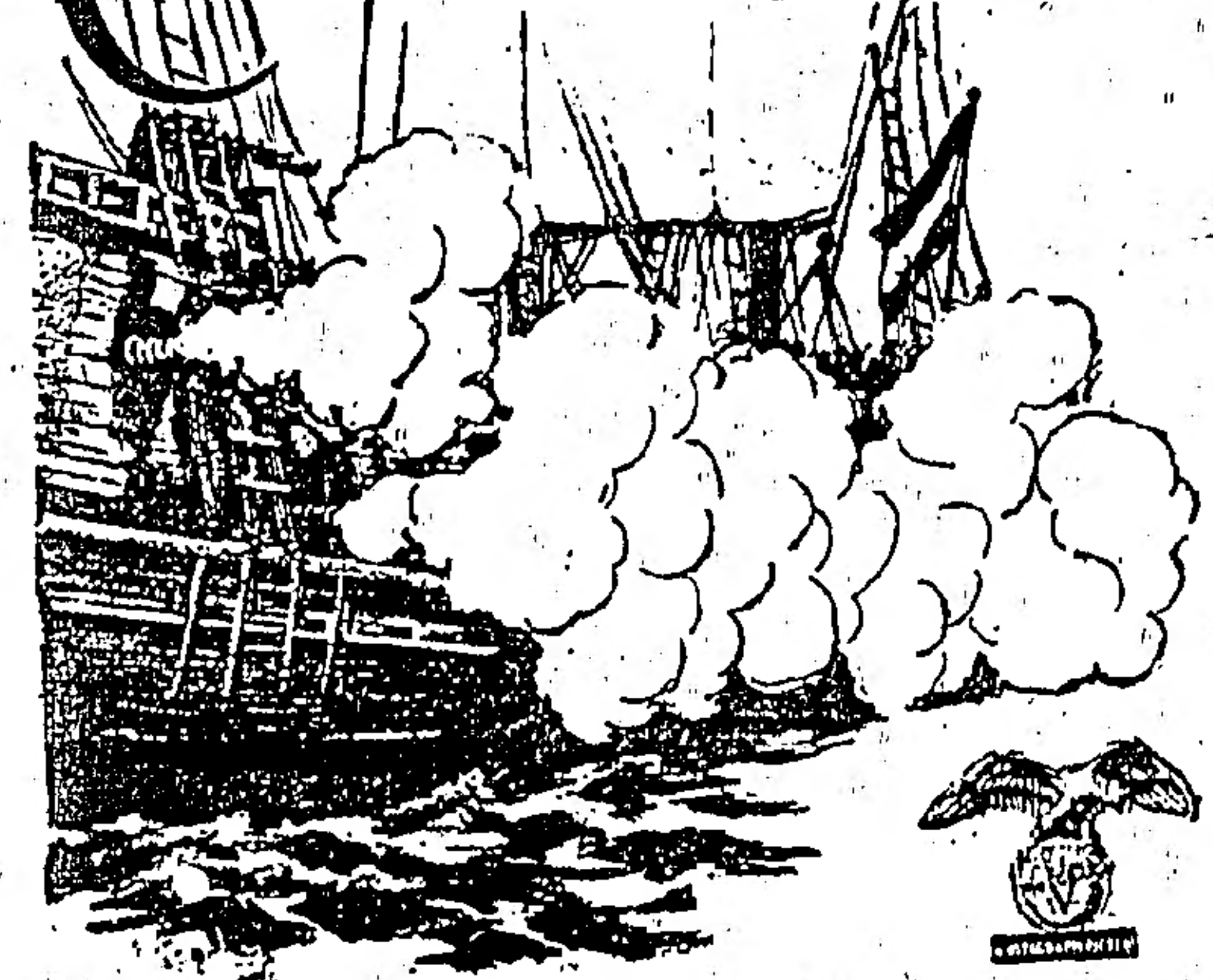
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